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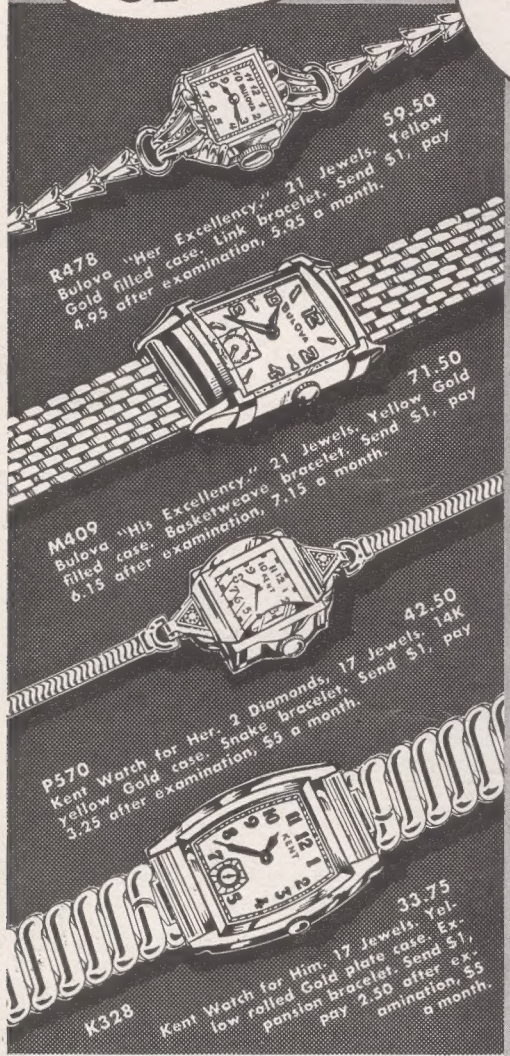

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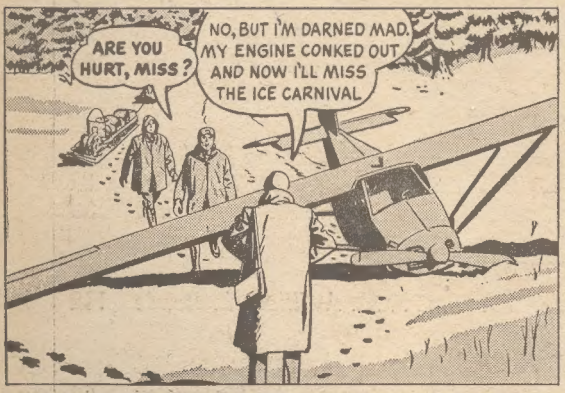
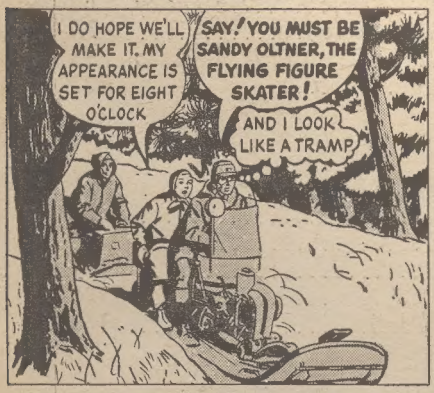
. . . AND THEN DAN SAVED THE DAY

RIDING THEIR MOTORIZED-SLED, TWO STATE GAME WARDENS ARE RETURNING FROM A LONG WOODS PATROL WHEN . . .



IT'S JUST A FEW MILES TO HEADQUARTERS AND WE'LL RUSH YOU TO ORVILLE BY CAR
WONDERFUL! I'LL SEND A REPAIR CREW FOR THE PLANE TOMORROW


I DO HOPE WE'LL MAKE IT. MY APPEARANCE IS SET FOR EIGHT O'CLOCK
SAY! YOU MUST BE SANDY OLTNER, THE FLYING FIGURE SKATER!
AND I LOOK LIKE A TRAMP

HERE'S THE BLADE I'VE BEEN LOOKING FOR! NEVER HAD SUCH SMOOTH SHAVING
THIN GILLETTES ARE MADE TO ORDER FOR TOUGH-BEARDED GENTS

OUR COMMITTEE IS GIVING A LITTLE PARTY FOR SANDY LATER. WILL YOU JOIN US?
THIS IS MY FIRST GOOD LOOK AT YOU, MISTER . . . YOU'RE HANDSOME!
WE-L-L . . .
PLEASE DO!

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THIN
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BLADES
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RAILROAD

MAGAZINE

Originally Railroad Man's Magazine, founded 1906

April, 1948 *Vol. 45, No. 3* *35 Cents*

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By Henry B. Comstock

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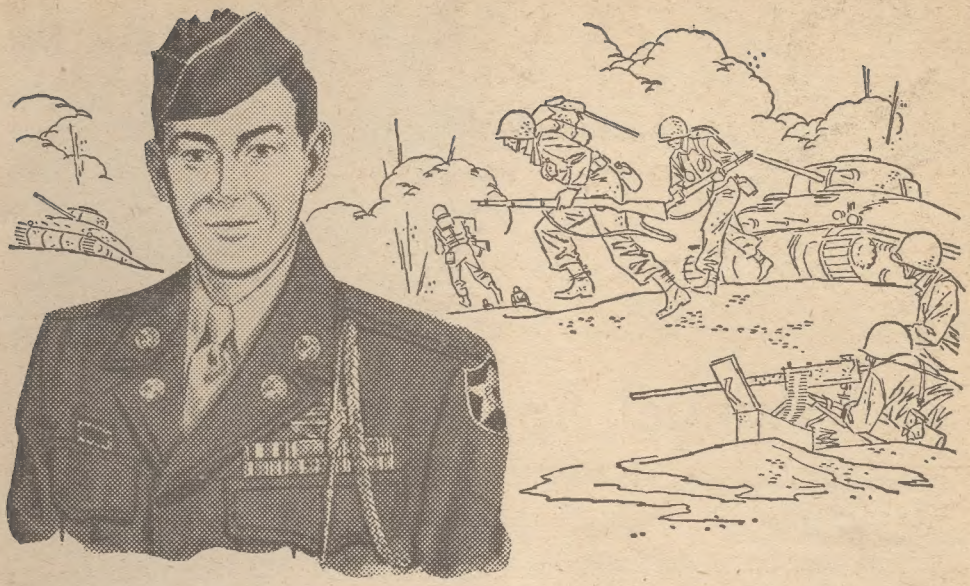


Are you man enough to wear this?

MEN of the Second Infantry Division—the famous "Indian Head" Division—can hold their heads high in any company of fighters. For this division is entitled to wear the famous Fourragere of the Croix de Guerre.

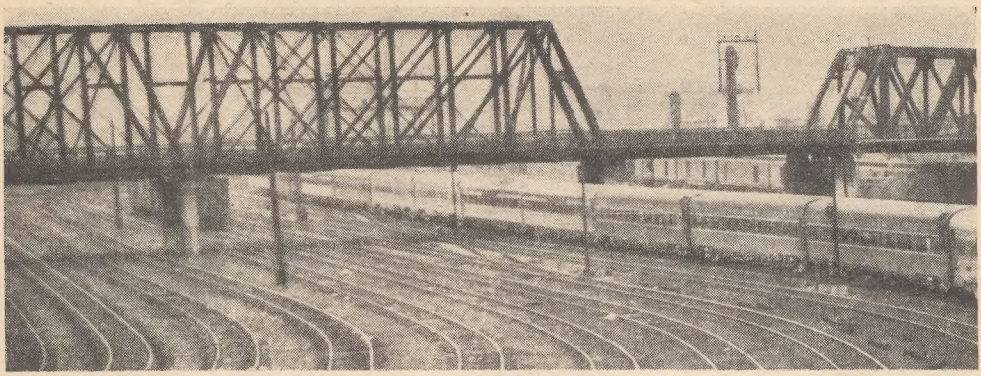
They won that honor in France in 1917 and 1918. For their combat record in World War II, they were awarded a dozen unit citations. Landing in Normandy June 7, 1944, the Second fought at St. Laurent sur Mer and liberated Trevieres. It captured Hill 192 in the vital struggle for St. Lo. It took Tinchebray, then swung south 300 miles to Brest, which surrendered in September. A month later the Second was biting into the Siegfried Line, and in January, 1945, it was in the thick of the Battle of the Bulge. Two key German towns, Monschau and Ahrweller, were taken in February and March, and by V-E Day the division had driven all the way to Czechoslovakia.

It takes real men to measure up to the standards of a great fighting outfit like this. They've got to be hard, alert, skilled in the use of many weapons. For the ground combat soldier is the most important man in America's defense. He is the keen cutting edge of the military machine.

If you like action—pride of achievement—the comradeship of a great group of men—there's a place for you now in the Second Infantry Division. YOU can wear the Indian Head insignia and the green cord of the Fourragere! Qualified men, 18 to 34, can enlist directly into this great outfit for 3 years or more. Get full details at your nearest U. S. Army and U. S. Air Force Recruiting Station.

CAREERS WITH A FUTURE

U. S. Army and U. S. Air Force



Annual Speed Survey

By DONALD M. STEFFEE

1947 Brought a Twelve Percent Increase in Mile-a-Minuting on American Railroads—or a Total of 122,392 Miles

COMPARED to the record breaking trainspeed improvements on American railroads in 1946, the increase of 13,596 miles regularly scheduled at a mile-a-minute pace or faster during the past twelve months may seem disappointing and lead to speculations as to whether the nation's carriers are really alert to their present and future opportunities.

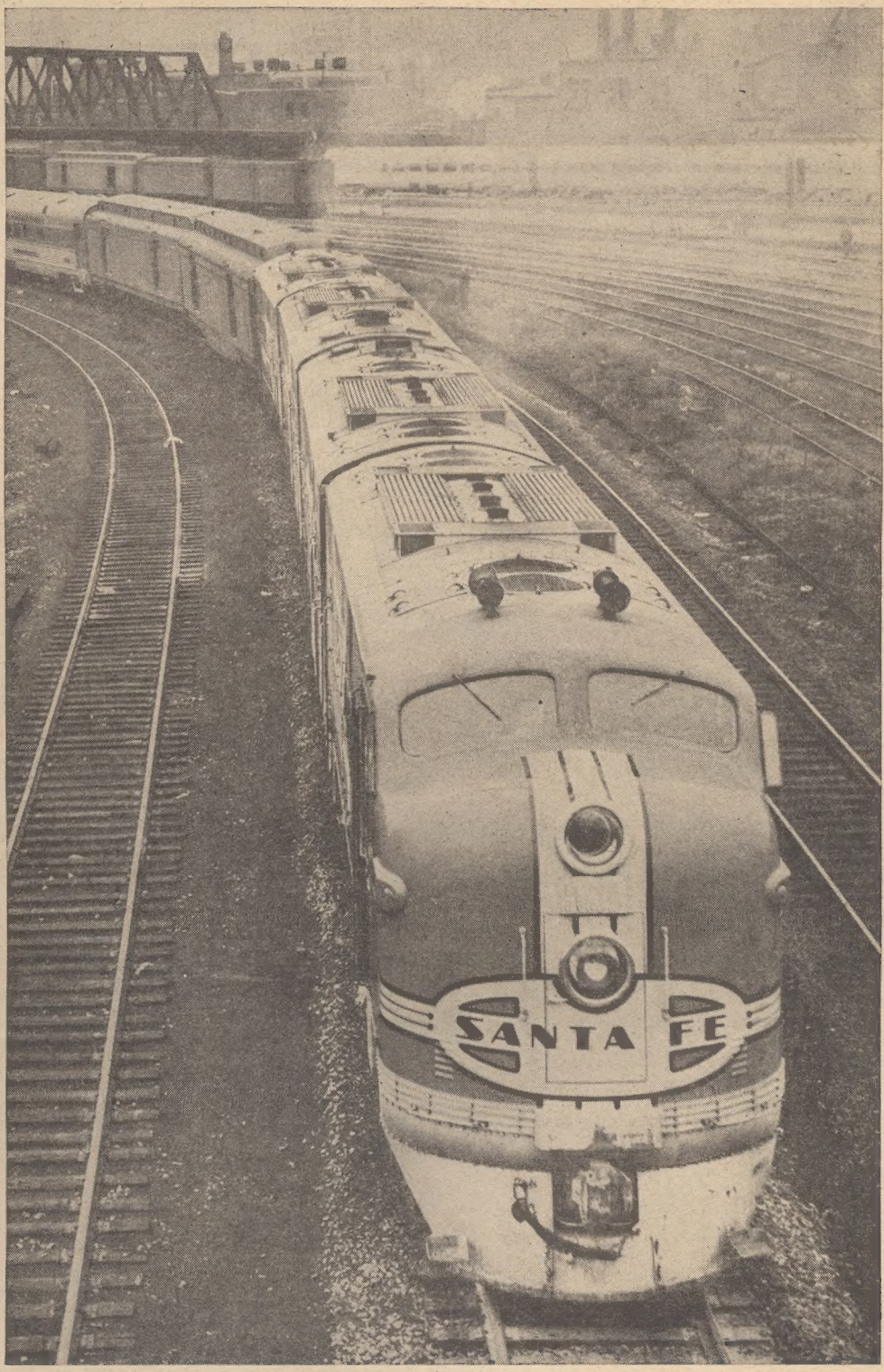
In some respects there is cause for belief that the railroads have lost the know-how that characterized their war effort. Although passenger travel has receded to peacetime levels, punctuality is still a far cry from the virtual infallibility that prevailed before the war when folks along the line could set their watches by the *Century's* deep whistle or the siren call of the

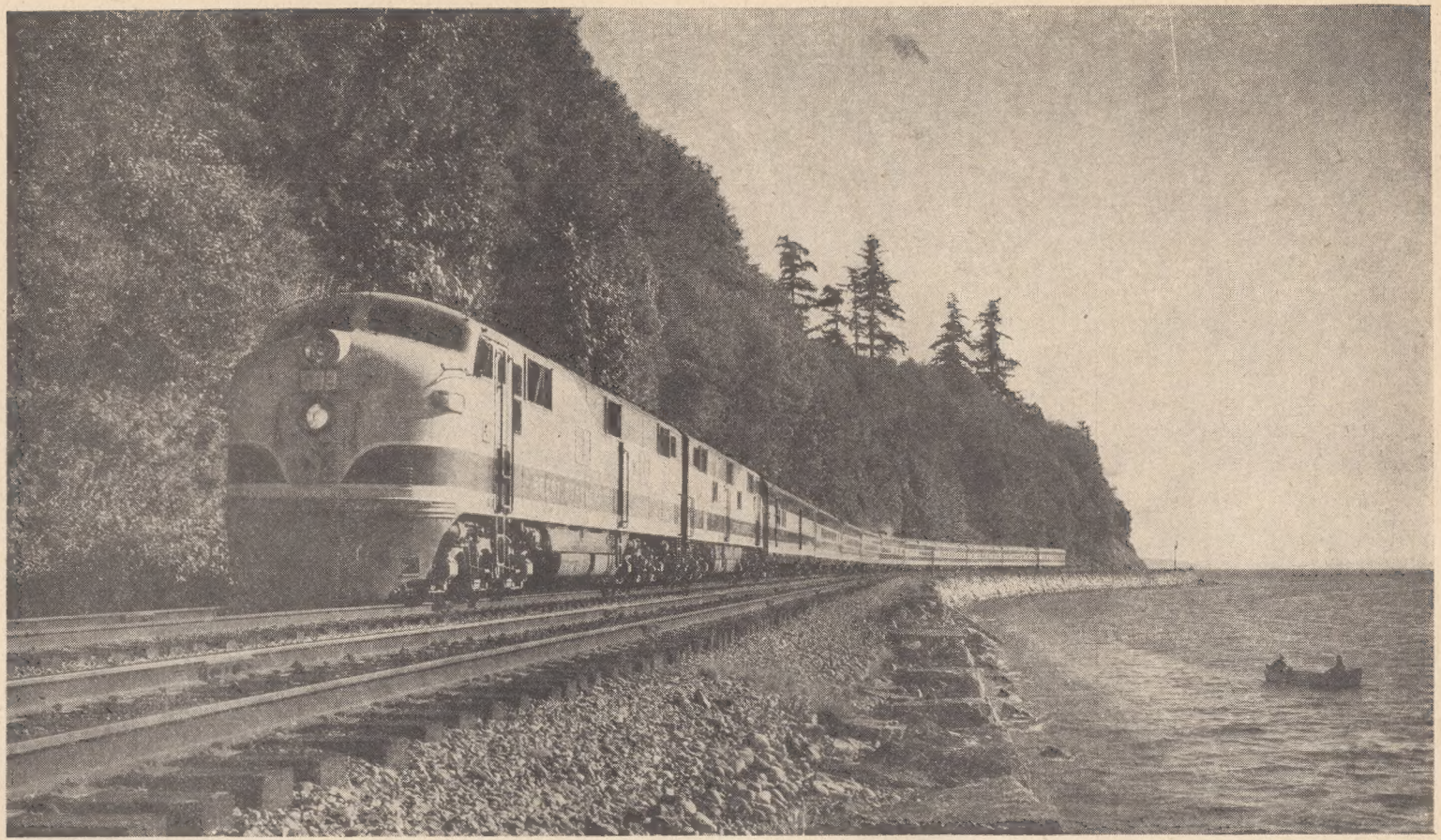
Left: Behind the statistics on these pages is a combination of great forces, mechanical and human, which are the ***American Railroad.*** They will always be personified by an engine crew framed in a cab window

Courtesy New Haven Railroad

Right: The accelerated ***Chief*** gets out of Chicago behind a converted E-M freight Diesel. Three coast-to-coast sleepers are directly behind the stainless steel combine

Courtesy Santa Fe Lines


SANTA FE

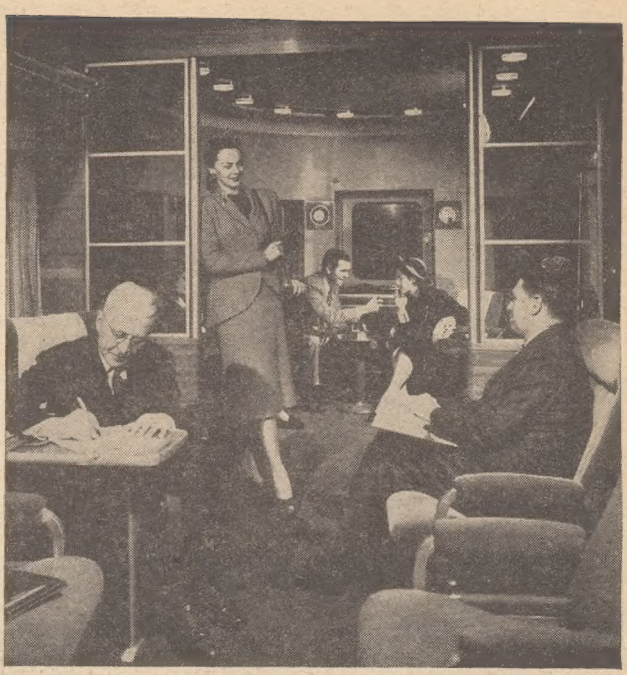


Courtesy Great Northern Railway

Great Northern's ***Empire Builder*** speeds northward along Puget Sound from Seattle to Everett, Wash. It will pick up two additional cars from Portland, Ore., at Spokane

Super Chief through Cajon Pass. Also some managements have seized upon the slow deliveries of new rolling stock as an excuse for doing little or nothing in service improvements.

However such cases are in the minority and we should not draw too hasty conclusions until we have carefully considered the problems which the roads face in their efforts to carry out the glowing promise made right after V-J Day. Although industrial production increased tremendously during 1947, the railroad car and equipment manufacturers are still plagued with shortages of vitally needed parts and materials. Over a year ago the up-and-coming Illinois Terminal Railroad widely advertised its three new streamliners in local newspapers as "coming in 1947" and they are still impatiently awaited! Cars for dozens of other new speedsters expected to take the rails in the summer of 1946 still sit in shops and yards, awaiting upholstery or drinking fountains!

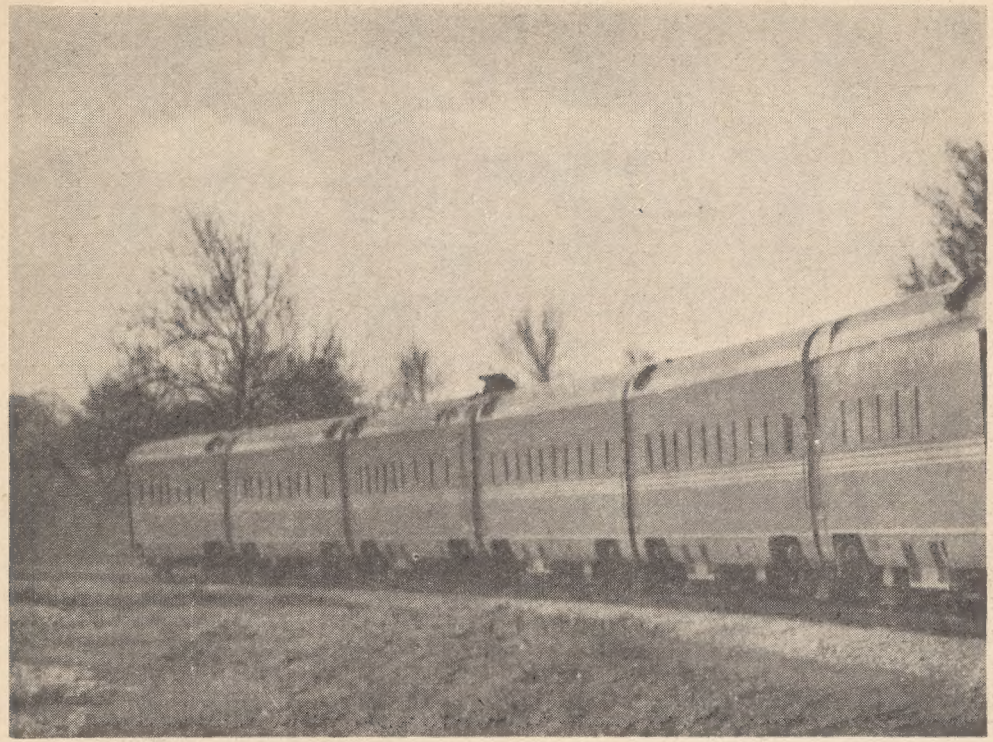


Courtesy Missouri Pacific Lines

Ninety miles at seventy-per. *Colorado Eagle* passengers are treated to the highest speeds on Missouri Pacific timecards

With commendable enterprise, several systems made the best of the situation. Pinch hitting with a standard weight open-end observation car until its new solarium cars are ready, the new *Olympian-Hiawatha* entered the northwest Pacific Coast competition only a few months after the *Empire Builder* and thus gained much goodwill—and increased passenger revenues—for the Milwaukee Road. The finest example of resourcefulness was shown by the Monon in purchasing from the U. S. Army several hospital cars and converting them into smart-appearing streamlined passenger coaches. With these and new Diesel locomotives, the time on the Louisville-Chicago run has been cut to eight and one-fourth hours, fastest in all history for the Monon, and the Indianapolis run was materially speeded up. The road now appears for the first time in the "Annual Speed Survey."

Such deeds on the part of a small carrier with limited opportunities in the passenger field should spur much larger, wealthier systems to greater efforts. First to promise daytime service between Cincinnati and the east, the Chesapeake & Ohio is destined to be a bad last in fulfillment. Certainly the vaunted C&O enterprise could have expressed itself in a standard weight train on the Washington-Cincinnati run which



would show the traveling public that the road really meant business and so build up patronage for the new *Chessies* when they are ready to take over. While lacking movies and other refinements of the yet to come *Chessies*, the *Cincinnatian* of the Baltimore & Ohio, and the *Powhattan Arrow* of the Norfolk & Western have already won widespread fame and are amongst the most profitable trains in the east where, unfortunately, top-notch daytime trains are all too rare.

Above: North and south along the Illinois-Indiana border streaks Chicago & Eastern Illinois' ***Whippoorwill***, regular-fare streamliner between Chicago and Evansville

Left: Norfolk & Western's ***Powhatan Arrow*** picks up westbound passengers at Roanoke, Va. Action and not promises characterize the road of "precision transportation," which will soon renovate the home terminal station and completely re-equip the already handsome Norfolk-Cincinnati flyer

Courtesy Norfolk & Western Railway

Courtesy Chicago & Eastern Illinois

UNTIL managements are jolted out of their complacent "Chicago mindedness" and learn to think in terms of real transcontinental service, the coast-to-coast sleeping car setup will remain an ornament rather than a genuine time-saving convenience. Recent improvements in the schedules of the *Century,* the *Chief* and the *Golden State* are dissipated by still longer layovers in Chicago—as much as five and one-half hours in some cases. Few business travelers are railfans enough to be intrigued by long hours of watching switch moves and strings of cars in a terminal yard.

When will we have a true transcontinental train with a distinctive name and all classes of service from touralux coaches to master bedrooms and spending but a half hour or so in Chicago for servicing?

As trainspeeds increase, the problem of grade crossings becomes more acute. On not a few mainline divisions, faster than present schedules cannot be expected until expensive grade separation programs are carried out. Railroads are subject to the whims of municipal officials who think in terms of the horse-car days, and rather than compel motorists to observe caution and do their part in crossing protection, insist on ridiculously low speed restrictions not only in the business area but through-out the city limits, thus adding many minutes to train schedules. When the *Champion* was put on and other trains quickened, the Atlantic Coast Line went to the mat with towns all along the line in an effort to have speed limits eased and this factor was as important in drawing up the schedules as were connec-

tions and traffic potentials! Valparaiso, Indiana's, insistence on a twenty mile per hour limit has contributed to the decline of the one-time world's fastest steam schedules on the Pennsylvania's Fort Wayne Division. The Michigan Central is another victim of severe crossing restrictions through cities clamoring for ever faster service but which do not cooperate in furnishing it.

On the whole, 1947 shows a good if not spectacular improvement in schedules throughout the country, with many roads reaching higher speed levels than ever before and the glimmering of great achievement is seen, once the bottleneck of material shortages is ever broken. Steam enthusiasts, however, will find small comfort in our figures, the totals for their favorite power having dropped off about one quarter, while Diesel high speed mileage has nearly doubled! Some roads have Dieselized their entire passenger service, while others now relegate the faithful steam locomotive to secondary runs. A glance at the tabulation will reveal the many old steam-hauled favorites that have climbed on the Diesel bandwagon. The Canadian systems and the predominately coal carrying roads in the east are about the only lines on which steam holds its own, and their aggregate speed mileage is small.

It is good to see the New Haven back in our tabulation after several

Below: Smoke plume above the *Empire State Express* has given way to fuel-oil vapor since this photo was made a year ago. New York Central ranks first in number of miles scheduled at sixty-per and over

Courtesy New York Central System

Courtesy Rail Photo Service, Sherman Bldg., 93 Mass. Ave., Boston 15, Mass.

Above: Hard on the marker lamps of its competitor comes PRR, with 23,116 high-speed miles against New York Central's 24,389

years' absence. Many of the shoreline trains are back on prewar timings, and higher speed allowances on the electrified lines result in some smart point-to-point timings in local and commuter service as the three runs listed will attest. The greatest surprise in the east is the conspicuous manner in which the Delaware, Lackawana & Western makes its debut. With the introduction of Diesel power, an hour was cut from the schedules of the principal Hoboken-Buffalo trains and lesser improvements were made in secondary schedules, resulting in mile-a-minute timings with steam power as well. Old "Road of Anthracite" memories will be revived with the coming of the new *Phoebe Snow* streamliner which will replace the long popular *Lackawanna Limited.* Although the Erie has made good its promise to speed up its through service with the acquisition of Diesel locomotives, the performance is dimmed by the fact that Erie's wartime decelerations were the most drastic on any New

Left: Chicago, South Shore & South Bend interurban cars, modernized by adding 17-foot center section, revamping interiors, and installing forced ventilation equipment, skims around the heel of Lake Michigan at an effortless sixty-five

Courtesy South Shore Line

Right: On the other side of Chicago, North Shore electrics, headed by 1000 horsepower *Electroliners*, put sixteen hundred miles of catenary behind them daily, in not as many minutes

Courtesy C. E. Keevil

York-Chicago route. Thus the new schedules do little more than regain the best timings of 1939 to 1941. Still faster performance should be feasible when the new engines are thoroughly broken in.

AFTER a poor start in January, 1947, when several trains were slowed down, the New York Central made a strong comeback with the *Century* and the *Commodore Vanderbilt,* clipping a half hour off their eastbound runs. The *Knickerbocker* now reaches New York twenty hours and twenty minutes after leaving St. Louis, an unprecedented timing over the Central's longer route between these cities. The *Wolverine,* the *New England States* and other crack fliers were materially quickened, although the *Empire State Express* seems destined to be a "full tonnage" train, never again to compete for speed laurels. While the tabulation shows certain consists operated with Diesel power and others credited to steam we have reason to belive that in many cases the two types of power are pooled and used as conditions require. Thus the actual speed mileage for each may vary

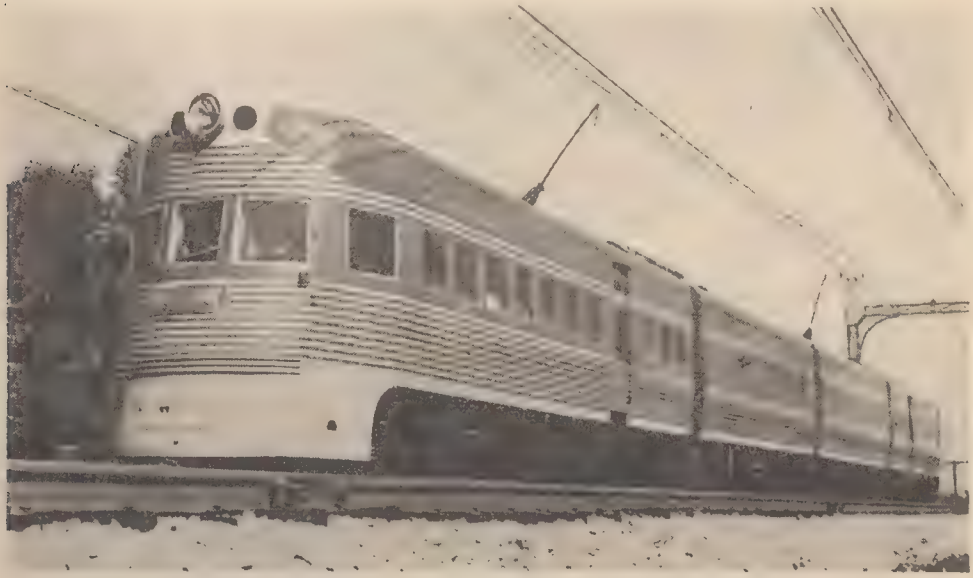
Wings for two future fledglings. Texas & Pacific Diesels will soon be assigned to the long-awaited Louisiana and Texas *Eagles*

Courtesy Texas & Pacific

greatly from day to day from our figures.

Although ranking high in the survey, Pennsy suffered a harsh regression, dropping more than 4,000 miles below its showing a year ago. The old *esprit de corps* and fierce competitive spirit which brooked no superiority on the part of other roads either in this country or abroad has been lost. While many of the annuled trains were "wartime extras" destined to come off as travel receded to normal levels, it is difficult to understand the failure to reply to the vigorous challenge of the New York Central in both the New York-Chicago and New York-St. Louis services. And why was the crack eight hour *Steel King* ever taken off the New York-Pittsburgh run? That train gave this daytime service the first touch of respectability since the heyday of the old *Pittsburgh Day Express* and *New York Day Express* of the early years of the century. These trains, put on in 1906, were worthy rivals of the *Empire State Express* and also of the crack foreign flyers *Flying Scotsman* and *Sud Express.* It is incredible that they should have been allowed to deteriorate and finally disappear from the scene. Can the Pennsylvania make a comeback in 1948 and regain its rightful place at the top?

Spearheading the Baltimore & Ohio's continued efforts at service



improvements is the *Cincinnatian,* already referred to as one of the most profitable and popular daytrains in the east and which does well to contribute two sixty mile-per-hour timings to our tables although it traverses the most rugged part of the B&O system. The Jersy City-Washington service is now all-Diesel and every daytime train makes the run in four and one-quarter hours or better. Among the improved timings on the western end is the 137-minute allowance for 147.2 miles from Relay (East St. Louis) to Vincennes by the *Metropolitan Special,* now the road's best steam run.

Turning southward, we welcome

back another old friend, the Richmond, Fredericksburg & Potomac. The *Old Dominion* inaugurated in November on a two hour and fifteen minutes' schedule between Washington and Richmond and later quickened five minutes on the northbound run is the new leader of this capital cities service. A second daily round trip of this train is expected later on if it can be worked in with the heavy through traffiic between the north and Florida.

That much line rebuilding and maintenance of way work remains to be done before the New York-Florida lines can restore or better the brilliant schedules of 1941-42 is evidenced by the current timetables under which the best timings on both the Atlantic Coast Line and Seaboard Air Line have been eased out, causing both systems to make a poorer showing than in 1946. The latter road has improved its service considerably with the placing of the *Silver Comet* in the New York to Atlanta and Birmingham service, cutting about three hours off the previous best time. The former *Advance Silver Meteor* has been renamed *Silver Star* and the *South States Special* is now the *Camellia* and is on a faster over-all schedule.

Atlanta newspapers enthusiastically acclaim the Central of Georgia's new *Nancy Hanks II* and *Man O' War,* and merchants hail the extension of the "shopping area" to points as far away as Savannah, bringing much increased business to the stores and shops of the capital. What's more, these trains are showing a tidy profit on reduced coach fares—the

Top of page: Seaboard's *Silver Comet,* the only streamliner providing both Pullman and reserved-seat coach service between New York and Atlanta-Birmingham, features registered nurse and public-address system

Left: Six-thousand horsepower Seaboard Diesel makes a brief stop with the *Silver Meteor.* Her fastest time is topped by that of the road's *Silver Star*

Opposite page: Seaboard makes single track do double duty with CTC. Here's dispatcher J. S. Wilkerson putting the fast ones over a portion of the Virginia Division

Courtesy Seaboard Railroad

Courtesy Frisco Lines

Frisco should stage a reappearance in our tabulation when the new *Texas Special*, powered by two-unit Diesels of the type shown above, go into service

round trip of nearly six hundred miles between Atlanta and Savannah costs but $8.51. That's a bold stroke in these days of ever-increasing costs, and is something other rail managements might well consider.

First of the really long distance "dayliners" to take the rails, and making the Chicago-New Orleans run in fifteen hours and fifty-five minutes, the

Below: Young train—young photographer. Bill Frasier, Jr., aged 14, took this excellent shot of the Milwaukee Road's *Olympian Hiawatha* leaving Tacoma, Wash., on November 1st. Bill's address is 711 Guernsey St., Prosser, Wash.

Courtesy Central of Georgia

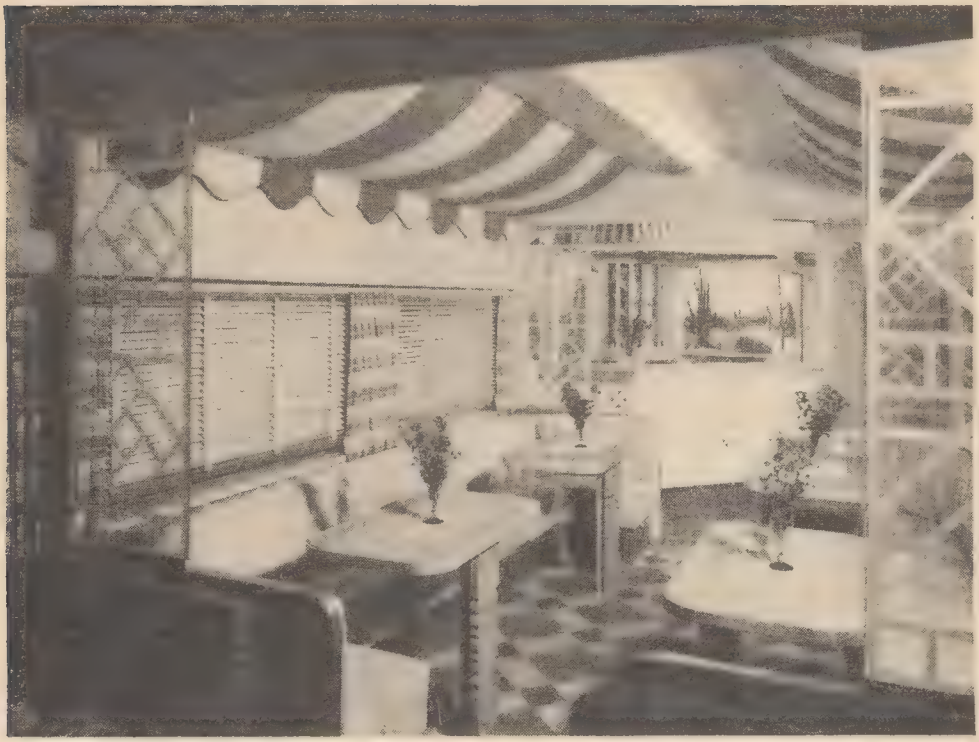
Between Atlanta and Savannah speeds the Central of Georgia's *Nancy Hanks, II* on a five-hour and forty-minute schedule, to the mutual advantage of the railroad and its trans-state patrons

City of New Orleans brings the Great Lakes and Gulf Coast closer together than ever before by rail. The former *Green Diamond* has been renamed *Miss Lou* and offers a speedy local service between Jackson, Miss., and New Orleans, with a full business day in the Crescent City.

Two grand names, "Alton" and "Pere Marquette," vanish from the tabulation but their trains carry on the best traditions of these roads and their representation is shown with those of the new parent companies, Gulf, Mobile & Ohio and Chesapeake & Ohio, respectively.

The *City of Kansas* makes its bow on the Wabash as a fitting running mate to the *City of St. Louis.* The newcomer caters primarily to local business between St. Louis and Kansas City. When will the St. Louis-Detroit service come into its own?

PERHAPS the most epoch-making event of 1947 was the inauguration of the new *Empire Builder* and the *Olympian-Hiawatha* on 45-hour Chicago-Seattle schedules, making this long-sought service to the northwest a reality and bringing the remote Puget Sound region back into the Union. Much as the Northern Pacific's decision to remain out of the streamliner competition may be regretted, its policy is perhaps wise, considering that its route is the most



Courtesy Rock Island Lines

Fiesta car for Rock Island's forthcoming *Golden Rocket* has been temporarily assigned to the *Golden State*. Railroad went all-out for unconventional design; has produced striking interiors employing colorful motifs of Mexico and the old southwest

difficult of the three northern lines and that, in view of the sparse intermediate population which would spread the traffic pretty thin were another streamliner placed in service, it is better to have two well filled trains than three half-empty ones. The northern lines are hotly competitive at every important point enroute, in contrast to the southern routes with 1000 miles separating the Union Pacific at Ogden and the Golden State Route at El Paso, with the Santa Fe roughly midway between; which affords as vast territory from which much noncompetitive local business can be drawn by each of the three major routes to California.

Except that the Burlington's northbound *Morning Zephyr* relinquished the fifteen minute advantage it held for a number of years, all the Chicago-St. Paul streamliners have been restored to prewar schedules and in many instances, due to adjustments allowing for more time at station stops, these intermediate timings are the most brilliant the world has yet seen in regular daily service. As a result the above-mentioned *Zephyr,* together with its running mate, the northbound *Afternoon Zephyr,* now make the 54.6 mile East Dubuque—Prairie du Chein dash at 86.2 mph, a new world's record! The Burlington can now claim no less than 393.8 miles run daily at better than eighty miles per hour, which is the finest showing by any single railroad since 1939, when the German State Railway system, then at its best, boasted a total of 856 miles

City of Kansas City, new companion train of the ***City of St. Louis***, is million-dollar Wabash bid for heavy passenger trade between Missouri's two great population centers

Right and Below: Simplicity characterizes treatment of ***City of Kansas City*** car interiors

Bottom of page: Wabash combines stainless steel with color to produce a striking train exterior

Courtesy Wabash Railroad

at this really magic rate of speed.

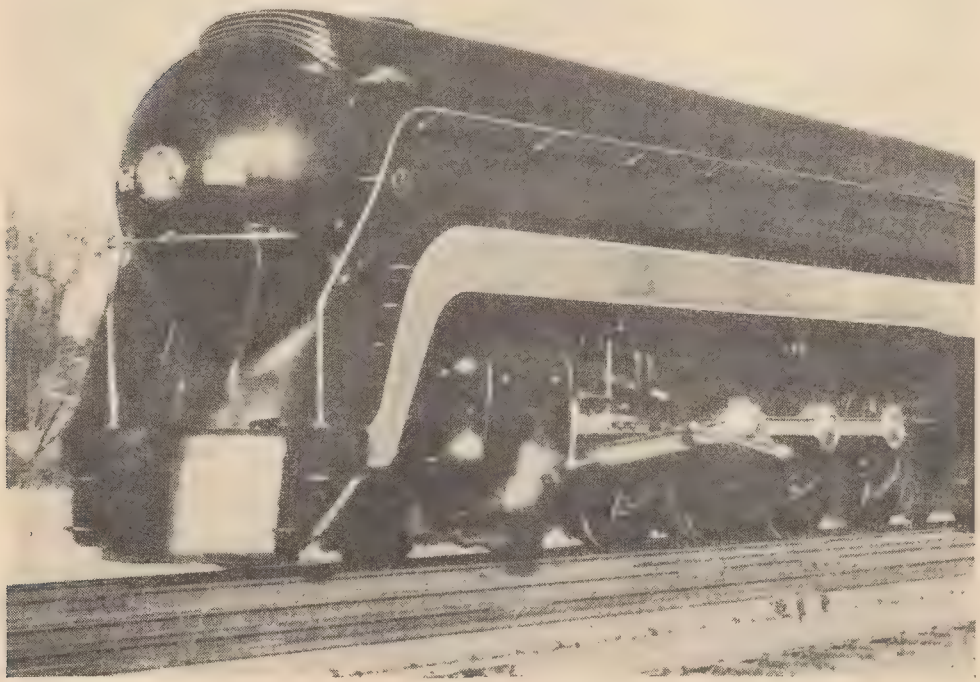
These restored schedules and the addition of the two northwest coast streamliners, contributing some brilliant performances, give this hotbed of trainspeed the largest concentration of seventy-five mile per hour or better speeds to be found anywhere within a like area.

The only off-chord note is the discovery by the Chicago & Northwestern that the seventy-five minute schedule of the *City of Milwaukee* from its name city to Chicago with four intermediate stops was much too tight for everyday timekeeping,

and the necessity of easing it to eighty minutes, thus giving the world's record back to the Burlington.

THE METEORIC RISE in speed mileage on the famous Overland Route is due in large part to the daily operation of all three Pacific Coast *City* streamliners with the result that between Chicago and Green River, Wyo., three of these hotshots now burn the rails each way on any given day, instead of only a single one as heretofore. Accelerations of both the *Overland* and *Los Angeles Limited* also highlighted Union Pacific improvements. Many will mourn the passing of the popular and highly profitable *Challengers* born of the depression. However, with the constant improvements in coach equipment and travelers evidently having much more money to spend and willing to pay for extra refinements, the *Challengers* became obsolete and so yielded to progress. Since the Santa Fe *Scout* and Rock Island *Californian* are still in service and neither line has announced intention of withdrawing this class of service, it will be interesting to wait and learn whether the Union Pacific used good judgment in its move.

Although the *Super Chief* and *El Capitan* are still on an alternating basis, the progressive Santa Fe actually went our suggestion of faster service over the Panhandle Route one better by quickening the *Grand Canyon* to a forty-eight hour schedule and retaining the *Chief* in service via the Raton Pass line. The *Chief* has been cut to forty-five hours each way, just five and one-fourth hours more than the super-streamliners!



Courtesy Wabash Railroad

Above: Powered by 2000 horsepower E-M Diesel unit, ***City of Kansas City*** contributes 172 miles to the Annual Speed Survey. ***City of St. Louis*** tops her with 255

Below: Rollin' down to Bristol. Norfolk & Western handles the Southern's ***Tennessean*** for 203 mountainous miles. Running time in Southern terrain might well be quickened

Courtesy Norfolk & Western

Tired of waiting for completion of deliveries of rolling stock for the promised *Golden Rockets*, the Rock Island and Southern Pacific did the next best thing and used the cars already received to completely refurbish the *Golden State* as one of the most luxurious trains in the land, with a schedule which has recently been cut to forty-five hours running time each way. The new *Corn Belt Rocket* strengthens the former road's position in the keen Chicago-Omaha competition.

Apart from participation in improved transcontinental services, the Southern Pacific gave preferred attention to its Shasta Route, cutting some three hours off the schedules of the *Cascade* and the *Beaver* between Portland and Oakland. This route thus comes into the survey for the first time and we speculate as to what the *Shasta Daylights* will do when—and if—they go on during 1948.

In Canada a half hour has been clipped from the crack Montreal-Toronto schedules, reviving memories of the thrilling competition of 1931, which produced the then world's fastest schedules. In fact the present 69.9 mph average of the *International Limited* from Belleville to Port Hope is the fastest regular timing ever made in the Dominion. We would share the Canadian National's pride in the quickening of the *Ocean Limited* on the Montreal-Halifax run were it not that forty years ago the westbound train was some twenty minutes faster than it is today. The so-called cut in transcontinental time needs no comment. Any cheers for these Canadian moves must wait until we know whether or not they mean business and will follow through in the current year or will go back to sleep for another fifteen years.

Like the man on fixed salary trying to cope with increased cost of living, so the ever-increasing tempo of rail travel and length of our list of mile-a-minuters make the problem of proper presentation in the fixed space limitations of RAILROAD MAGAZINE more difficult each year. This year with the list longer than ever before, and in an effort to give all just due to the larger roads with huge speed mileages yet not slight the little fellows (which would be necessary were we to raise the minimum to sixty-five miles per hour), we have abolished the various distance groups into which former surveys have been divided. The space saved by elimination of the extra headings is thus used to present many more individual runs. As it is manifestly impossible to show every one of the 2196 separate runs of 1947, only those at sixty-five miles per hour or better and in some instances, at seventy and over, are shown for the big systems.

Although 1947 started off poorly, it ended on a strong upbeat. Indications that the railroads are becoming keenly alive to their opportunities in the passenger field lead us to go out on a limb and predict that 1948 will be THE year.

Courtesy Boston & Maine

Boston & Maine's *Pine Tree* clips off 99.1 miles in 97 minutes between the Hub City and Biddeford, Me. On a shorter Biddeford-Dover sprint, Number 134 shows a slightly higher overall timing

Courtesy Union Pacific System

Along the misty, green-blue Columbia streaks the canary-yellow ***City of Portland***, queen of the high iron to and from the Pacific Northwest. Union Pacific still leads the field in the 70-mile-and-over bracket

Fastest Regularly Scheduled Start-to-Stop Runs on United States and Canadian Railroads

(Timed at 60 miles per hour or better, except as may be noted in 1st lefthand column)

Diesel Operation

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Atchison, Topeka & Santa Fe (70 mph and over)	22 El Capitan (f)	Dodge City	Hutchinson	120.2	90	80.1
	18 Super Chief	La Junta	Dodge City	202.4	155	78.3
	17 Super Chief	Dodge City	La Junta	202.4	157	77.3
	12 Chicagoan	Galesburg	Chillicothe	47.4	40	71.1
	61-63 Golden Gates	Bakersfield	Hanford	80.2	68	70.8
	12 Chicagoan	Ft. Madison	Galesburg	55.4	47	70.7
	12 Chicagoan	Newton	Emporia	73.0	62	70.6
	21 El Capitan (f)	Newton	Hutchinson	32.9	28	70.5
	60 Golden Gate	Stockton	Merced	65.4	56	70.1
Atlantic Coast Line (65 mph and over)	1 Champion (EC)	Richmond	Rocky Mount	123.9	110	67.6
	188 Florida Special (WS)(WAS)	Rocky Mount	Petersburg	96.9	86	67.6
	91 Champion (WC)	Richmond	Rocky Mount	123.9	112	66.4
	91 Champion (WC)	Florence	Charleston	95.0	87	65.5
	75 Havanna Special	Green Pond	Yemassee	14.2	13	65.5
	375 Everglades	Petersburg	Weldon	60.0	55	65.4
Baltimore & Ohio (65 mph and over)	504 Marylander	Baltimore	Wilmington	69.4	60	69.4
	8 Shenandoah	Gary	Garrett	116.8	101	69.4
	10 Chicago-Washington Express	Gary (c)	Lapaz (c)	55.1	48	68.8
	6 Capitol Limited	Gary	Lapaz	55.1	48	68.8
	6 Capitol Limited	Napanee	Garrett	45.8	40	68.7
	26 Columbian	Lapaz	Garrett	61.7	54	68.6
	28 Royal Blue	Baltimore	Wilmington	69.4	61	68.3
	6 Capitol Limited	Garrett	Fostoria	91.2	81	67.5
	26 Columbian	Gary	Lapaz	55.1	49	67.4
	27 Royal Blue	Wilmington	Baltimore	69.4	63	66.2
	7 Shenandoah	Garrett	Gary	116.8	106	66.1
	26 Columbian	Garrett	Defiance	40.7	37	66.0
	2-6 National Ltd.-Capitol Ltd.	Baltimore	Wilmington	69.4	64	65.1
Boston & Maine	134 Number 134	Biddeford	Dover	32.0	31	61.9
	19 Pine Tree	Boston	Biddeford	99.1	97	61.3
Central of Georgia	107-108 Nancy Hanks II	Wadley†	Tennille†	28.3	27	62.9
	107 Nancy Hanks II	Savannah	Dover	57.4	55	62.6
	108 Nancy Hanks II	Millen	Dover	21.4	21	61.1
	107-108 Nancy Hanks II	Millen†	Wadley†	28.1	28	60.2
Chesapeake & Ohio	6 Pere Marquette	Lansing	Plymouth	62.9	59	63.9
	2 Pere Marquette	Lansing	Plymouth	62.9	61	61.9
	2-3 Pere Marquettes	Grand Rapids†	Lansing†	64.6	63	61.5
	3-7 Pere Marquettes	Plymouth	Lansing	62.9	62	60.9
	3-7 Pere Marquettes	Grand Rapids†	Lansing†	64.6	64	60.6
Chicago & Eastern Illinois (65 mph and over)	26 Meadowlark	Watseka	Monence	27.6	23	72.0
	99 Dixie Flagler (c)	Chicago Heights	Danville	96.6	81	71.5
	3 Whippoorwill	Chicago Heights	Milford	61.5	53	69.6
	4 Whippoorwill	Watseka	Chicago Heights	50.9	45	67.8

(f) Operated fifteen times monthly
(c) Includes intermediate stop or stops
(EC) East Coast section
(†) Runs listed in both directions
(WS) Winter season train
(WAS) Washington section
(WC) West Coast section
(e) Operatel every third day

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Chicago & Eastern Illinois (65 mph and over)	25–26 Meadowlark	Watseka†	Glover†	48.4	43	67.5
	25 Meadowlark	Momence	Watseka	27.6	25	66.2
	98 Dixie Flagler (e)	Danville	Chicago Heights	96.6	88	65.8
	4 Whippoorwill	Danville	Hoopston	24.0	22	65.4
Chicago & Northwestern (70 mph and over)	155 Capitol 400	Evanston	Kenosha	39.6	30	79.2
	152–156 Commuter-City of Milwaukee	Kenosha	Waukegan	15.66	12	78.3
	401 Twin Cities 400	Evanston	Racine	49.9	39	76.8
	400 Twin Cities 400	Milwaukee	Evanston	72.9	58	75.5
	209 Penninsula 400	Evanston	Kenosha	39.6	32	74.3
	401 Twin Cities 400	Wyeville	Eau Claire	84.2	69	73.2
	400 Twin Cities 400	Adams	South Beaver Dan	61.4	51	72.2
	3 trains	Evanston†	Kenosha†	39.6	33	72.0
	112 City of Denver	Council Bluffs	Boone	145.1	121	71.9
	111 City of Denver	Dixon	Clinton	40.2	34	70.9
	101–103–111 Cities of San Francisco-Los Angeles-Denver	Clinton	Cedar Rapids	81.3	69	70.7
Chicago, Burlington & Quincy (70 mph and over)	21–23 Twin Cities Zephyrs	East Dubuque	Prairie du Chein	54.6	38	86.2
	22–24 Twin Cities Zephyrs	LaCrosse	Prairie du Chein	57.7	41	84.4
	21–23 Twin Cities Zephyrs	North LaCrosse	Winona Junction	26.9	20	80.7
	21–23 Twin Cities Zephyrs	Prairie du Chein	La Crosse	57.7	43	80.5
	49 Empire Builder	East Dubuque	La Crosse	112.3	85	79.3
	10 Denver Zephyr	Denver	Fort Morgan	78.0	59	79.3
	1 Denver Zephyr	Aurora	Galesburg	124.5	96	77.8
	10 Denver Zephyr	Akron	McCook	142.8	111	77.2
	10 Denver Zephyr	Galesburg	Aurora	124.5	97	77.0
	22 Twin Cities Zephyr	Winona	North La Crosse	26.9	21	76.8
	X40 "Baby" Zephyr	Galesburg	Galva	23.0	18	76.6
	44 Empire Builder	LaCrosse	East Dubuque	112.3	89	75.7
	21–23 Twin Cities Zephyrs	Aurora	Oregon	60.4	48	75.5
	1 Denver Zephyr	Hastings	Holdredge	54.7	44	74.6
	22–24 Twin Cities Zephyrs	Prairie du Chein	East Dubuque	54.6	44	74.4
	X40 "Baby" Zephyr	Kewanee	Princeton	26.8	22	73.1
	10 Denver Zephyr	Hastings	Lincoln	96.6	80	72.4
	24 Twin Cities Zephyr	St. Paul	Winona Junction	101.1	84	72.2
	10 Denver Zephyr	McCook	Hastings	131.8	110	71.9
	24 Twin Cities Zephyr	Savanna	Oregon	46.7	39	71.9
	X40 "Baby" Zephyr	Princeton	Mendota	21.5	18	71.7
	39 Exposition Flyer	Chicago	Kewanee	130.9	111	70.8
	1 Denver Zephyr	Creston	Red Oak	49.5	42	70.7
	11 Nebraska Zephyr	Chicago	Galesburg	162.2	138	70.5
	24 Twin Cities Zephyr	Winona Junction	North La Crosse	26.9	23	70.2
Chicago, Indianapolis & Louisville	6–12–14 Day Express-Tippecanoe–Hoosier	Monon	Rensselear	15.4	14	66.0
	6 Day Express	Shelby	Lowell	7.8	7½‡	62.4
	15 Hoosier	Rensselear	Monon	15.4	15	61.6
	12 Tippecanoe	Sheridan	Frankfort	19.4	19	61.2
	12 Tippecanoe	Rensselear	Lowell	28.2	28	60.4
Chicago, Milwaukee, St. Paul & Pacific (70 mph and over)	6 Morning Hiawatha	Sparta	Portage	78.3	59	79.6
	100 Afternoon Hiawatha	New Lisbon	Portage	43.1	33	78.4
	16 Olympian Hiawatha	LaCrosse	Portage	102.9	80	77.1
	100 Afternoon Hiawatha	LaCrosse	New Lisbon	59.8	47	76.3
	15 Olympian Hiawatha	Portage	LaCrosse	102.9	81	76.2
	100 Afternoon Hiawatha	Portage	Watertown	46.9	38	74.0
	101 Afternoon Hiawatha	Portage	New Lisbon	43.1	35	73.8

(e) Operated every third day

(†) Runs listed in both directions

(‡) Half a minute more than shown on timetable

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Chicago, Milwaukee, St. Paul & Pacific (70 mph and over)	101 Afternoon Hiawatha	New Lisbon	LaCrosse	59.8	49	73.2
	15–101 Olympian-Afternoon Hiawatha	Chicago	Milwaukee	85.0	70	72.8
	101 Afternoon Hiawatha	Milwaukee	Portage	92.9	77	72.4
	5 Morning Hiawatha	Winona	Wabasha	33.0	28	70.7
	6 Morning Hiawatha	Portage	Columbus	28.2	24	70.5
Chicago, Rock Island & Pacific (70 mph and over)	501 Peoria Rocket	Joliet	Morris	21.5	17	75.9
	509 Texas Rocket	Lawrence	Topeka	28.4	23	74.1
	503–505 Peoria-Des Moines Rockets	Joliet	Ottawa	44.3	36	73.8
	8 Rocky Mountain Rocket	Colby	Norton	69.8	58	72.2
	8 Rocky Mountain Rocket	Goodland	Colby	36.0	30	72.0
	7-8 Rocky Mountain Rockets	Iowa City†	Grinnell†	65.9	55	71.9
	8 Rocky Mountain Rocket	Limon	Burlington	77.1	65	71.2
	506 Des Moines Rocket	Grinnell	Marengo	35.4	30	70.8
	10 Corn Belt Rocket	Grinnell	Iowa City	75.9	56	70.6
	506 Des Moines Rocket	Moline	Bureau	64.7	55	70.6
	510 Texas Rocket	Bowie	Waurika	44.7	38	70.5
	506 Des Moines Rocket	Marengo	Iowa City	30.5	26	70.4
Delaware, Lackawanna & Western	7 Western Special	Corning	Mount Morris	66.0	60	66.0
	7-8 Western Special-New Yorker	Elmira†	Corning†	18.0	17	63.5
	6–8 Lackawanna Limited–New Yorker	Bath	Corning	18.9	18	63.0
	8 New Yorker	Buffalo	Mount Morris	62.4	60	62.4
	8 New Yorker	Elmira	Waverly	17.6	17	62.0
	3 Lackawanna Limited	Owego	Waverly	18.6	18	62.0
	6 Lackawanna Limited	Buffalo	Mount Morris	62.4	62	60.4
	3–6 Lackawanna Limited	Elmira†	Corning†	18.0	18	60.0
Erie	6 Midlander	Huntington	Lima	74.6	67	66.8
	6 Midlander	Hammond	Rochester	80.3	73	65.9
	6 Midlander	Rochester	Huntington	41.7	38	65.8
	5 Midlander	Lima	Huntington	74.6	69	64.9
	5 Midlander	Huntington	Rochester	41.7	39	64.1
	5 Midlander	Marion	Lima	52.0	49	63.7
	6 Midlander	Marion	Galion	20.9	20	62.7
	5 Midlander	Rochester	Hammond	80.3	77	62.6
	8 Atlantic Express	Huntington	Lima	74.6	72	62.2
	6 Midlander	Ashland	Akron	49.7	49	60.9
	2 Erie Limited	North Judson	Rochester	31.1	31	60.2
	6–7 Midlander-Pacific Express	Lima†	Marion†	52.0	52	60.0
Florida East Coast (65 mph and over)	2–88 Champion-Florida Special (WS)	Cocoa-Rockledge	Titusville	19.1	16	71.6
	4 Chicago Streamliner§	Vero Beach	Melbourne	33.6	29	69.5
	8 74 Miamian–Vacationer (WS)	Cocoa-Rockledge	Titusville	19.1	17	67.4
	3 Chicago Streamliner§	Jacksonville	St. Augustine	36.7	33	66.7
	31 Royal Ponsiana (WS)	Bunnell	Ormond	17.6	16	66.0
	73 Vacationer (WS)	Cocoa Rockledge	Eau Gallie	16.3	15	65.2
	2 Champion	Vero Beach	Melbourne	33.6	31	65.0
Fort Worth & Denver City (65 mph and over)	508 Twin Star Rocket	Teague	Corsicana	35.6	29	73.6
	3 507 Sam Houston Zephyr-Twin Star Rocket	Corsicana	Teague	35.6	30	71.2
	4 Sam Houston Zephyr	Teague	Corsicana	35.6	31	68.9
	4 Sam Houston Zephyr	Houston	Teague	152.0	135	67.6
	508 Twin Star Rocket	Houston	Teague	152.0	136	67.0
	508 Twin Star Rocket	Corsicana	Waxahachie	31.0	28	66.4
	3 Sam Houston Zephyr	Teague	Houston	152.0	139	65.6
Great Northern	2 Empire Builder	Minot	New Rockford	108.8	98	66.6
	2 Empire Builder	Breckenridge	Willmar	112.7	106	63.8
	23 Badger Express	Cedar (c)	Coon Creek Junction (c)	11.6	11	63.4

(†) Runs listed in both directions
(WS) Winter season train
(§) Dixie Flagler, City of Miami and South Wind, operated on successive days on same schedule
(c) Includes intermediate stop or stops

Courtesy Erie Railroad

Erie Limited growls out of the Rudolph Hills toward Starrucca Viaduct and Susquehanna. 4500-horsepower Diesels have taken the place of the high-wheeled 2900's on all through, New York-Chicago, and New York-Cleveland runs

Railroad		Train	From	To	Miles	Time (min.)	Speed (mph.)
Great Northern		1 Empire Builder	Wilmar	Breckenridge	112.7	110	61.5
		1 Empire Builder	Fargo	New Rockford	124.3	122	61.1
		1 Empire Builder	New Rockford	Minot	108.8	108	60.4
Gulf, Mobile & Ohio		2 Abraham Lincoln	Springfield	Lincoln	28.7	26	66.2
		1 Alton Limited	Joliet	Bloomington	89.4	83	64.6
		3 Abraham Lincoln	Joliet	Bloomington	89.4	84	63.9
		3 trains	Springfield†	Alton†	71.9	68	63.4
		4 Alton Limited	Springfield	Bloomington	58.5	56	62.7
		19 Ann Rutledge	Carlinville	Alton	33.2	32	62.3
		1 Alton Limited	Springfield	Alton	71.9	70	61.7
		18 Ann Rutledge	Bloomington	Joliet	89.4	87	61.6
	1	18 Alton Limited-Ann Rutledge	Bloomington†	Springfield†	58.5	57	61.6
	3	19 Abraham Lincoln-Ann Rutledge	Bloomington	Lincoln	29.8	29	61.6
		2 Abraham Lincoln	Bloomington	Joliet	90.1 (d)	88	61.4
		19 Ann Rutledge	Springfield	Carlinville	38.7	38	61.0
		19 Ann Rutledge	Joliet	Dwight	36.4	36	60.7
Illinois Central	1	5 City of New Orleans-Panama Limited	Kankakee	Champaign	71.9	55	78.4
(70 mph and over)	1	53 Cities of New Orleans—Miami (e)	Mattoon	Effingham	26.8	21	76.6
		21 Green Diamond	Kankakee	Gibson City	54.1	43	75.5
		2 City of New Orleans	Champaign	Kankakee	71.9	58	74.4
		1 City of New Orleans	Jackson	Hazelhurst	33.5	27	74.4
		20 Daylight	Farmer City	Gibson City	20.6	17	72.7
		2 City of New Orleans	Brookhaven	Hazelhurst	20.6	17	72.7
		1 City of New Orleans	Centralia	Du Quoin	36.1	30	72.2
		22 Green Diamond	Clinton	Gibson City	38.5	32	72.2
		19 Daylight	Kankakee	Gibson City	54.1	45	72.1
		6 Panama Limited	Brookhaven	Jackson	54.1	45	72.1
		4 trains	Woodlawn	Kankakee	48.0	40	72.0
		2 City of New Orleans	Hazelhurst	Jackson	33.5	28	71.7
		20 Daylight	Clinton	Farmer City	17.9	15	71.6
	1	5 City of New Orleans-Panama Limited	Brookhaven	McComb	23.8	20	71.4
		5 Panama Limited	Centralia	Carbondale	55.7	47	71.1
		6 Panama Limited	Canton	Winona	65.2	55	71.1
	1	53 Cities of New Orleans-Miami (e)	Champaign	Mattoon	44.6	38	70.4
Louisville & Nashville		98 Pan American	Bowling Green	Cave City	28.7	26	66.2
		5 Humming Bird	Elizabethtown	Bowling Green	70.7	68	62.4
		81 Georgian	Henderson	Madisonville	37.4	36	62.3
		37 Crescent	Evergreen	Brewton	24.8	24	62.0
		6 Humming Bird	Bowling Green	Elizabethtown	70.7	70	60.6
Missouri Pacific		12 Colorado Eagle	Scott City	La Crosse	92.3	79	70.1
(65 mph and over)		12 Colorado Eagle	Horace	Leoti	23.8	21	68.0
	11	12 Colorado Eagle	Eads†	Sugar City†	55.4	49	67.8
	11	12 Colorado Eagle	Horace†	Eads†	55.0	49	67.3
		12 Colorado Eagle	Pueblo	Ordway	50.0	45	66.7
	1	8 Sunshine Special-Southerner	Hoxie†	Newport†	35.4	32	66.4
	21	31 Sunshine Specials	Poplar Bluff	Newport	96.2	87	66.3
		11 Colorado Eagle	Council Grove	Herington	26.5	24	66.2
		11 Colorado Eagle	Hoisington	Scott City	123.7	112	66.1
		11 Colorado Eagle	Ottawa	Council Grove	71.5	65	66.0
	5	11 Missouri River-Colorado	Kirkwood	Washington	38.5	35	65.7
		5 Missouri River Eagle	Sedalia	Warrensburg	29.5	27	65.5
New York Central		98 Paul Revere	La Porte	South Bend	26.7	20	80.1
(New York-Chicago Line)		28 Pacemaker-New England States	Gary	South Bend	59.3	48	74.1
(70 mph and over)		25 Twentieth Century Limited	Toledo	Elkhart	133.0	108	73.9

(e) Operated every third day *(†) Runs listed in both directions* *(d) Via Coal City Line*

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
New York Central (New York-Chicago Line) (70 mph and over)	26 Twentieth Century Limited	Englewood	Elkhart	93.9	78	72.2
	26 Twentieth Century Limited	Elkhart	Toledo	133.0	111	71.9
	2-28-98 Pacemaker-New England States-Paul Revere	Elkhart	Toledo	133.0	112	71.2
New York Central (Cleveland, Cincinnati, Chicago & St. Louis) (65 mph and over)	12 Southwestern Limited	Terre Haute	Greencastle	32.6	28	69.8
	24 Knickerbocker	Mattoon	Terre Haute	56.8	49	69.6
	111 Southwestern Limited (TM)	Bellefonte	Muncie	88.8	77	69.2
	12 Southwestern Limited	Mattoon	Paris	37.6	33	68.4
	41 Knickerbocker	Bellefontaine	Muncie	88.8	78	68.3
	12 Southwestern Limited	Muncie	Sidney	65.9	58	68.2
	24 Knickerbocker	Muncie	Bellefontaine	88.8	80	66.6
	38-427 Missourian-Gateway	Muncie†	Bellefontaine†	88.8	81	65.8
	41 Knickerbocker	Greencastle	Terre Haute	32.6	30	65.2
	111 Southwestern Limited (TM)	Galion	Marion	21.7	20	65.1
New York Central (Michigan Central)	8 Wolverine	Windsor	St. Thomas	109.5	101	65.2
	8-17 Wolverine	Niles†	Kalamazoo†	48.5	46	63.2
	8 Wolverine	Jackson	Ann Arbor	38.2	37	61.9
	8 Wolverine	Woodlawn	Niles	86.4	86	60.3
	8 Wolverine	Battle Creek	Jackson	45.1	45	60.2
Pennsylvania (65 mph and over)	48-58 General-Liberty Limited	Plymouth	Fort Wayne	64.2	57	67.6
	28 Broadway Limited	Englewood	Fort Wayne	140.9	126	67.1
	54 Gotham Limited	Gary	Fort Wayne	123.0	110	67.1
	29 Broadway Limited	Fort Wayne	Englewood	140.9	128	66.0
	29-59-79 Broadway Limited-Liberty Limited-Pennsylvanian	Crestline	Fort Wayne	131.7	121	65.3
	58 Liberty Limited	Gary	Plymouth	58.8	54	65.3
	59 Liberty Limited	Fort Wayne	Plymouth	64.2	59	65.3
Reading	14 trains (B&O Route) (A)	Plainfield†	Wayne Junction†	60.0	55	65.4
Seaboard Air Line (65 mph and over)	22 Silver Star	Fort Lauderdale (c)	Lake Worth (c)	35.8	30	71.6
	3 Number 3	Kittrell	Franklinton	8.5	7½‡	68.0
	58 Silver Meteor	Ocala	Waldo	45.3	40	67.9
	22 Silver Star	Avon Park	West Lake Wales	22.4	20	67.2
	58 Silver Meteor	West Lake Wales	Winter Haven	8.9	8	66.7
	22 Silver Star	Baldwin	West Savannah	140.7	127	66.4
	57 Silver Meteor	Waldo	Ocala	45.3	41	66.3
	21 Silver Star	Baldwin	Ocala	82.8	75	66.2
	46 Orange Blossom Special (WS)	Delray Beach	Lake Worth	11.0	10	66.0
Southern	33 Piedmont Limited	Salisbury	Kannapolis	15.2	15	60.8
Southern Pacific	101 City of San Francisco	Carlin	Sparks (DO)	288.3	247	70.1
	102 City of San Francisco	Sparks (DO)	Carlin	283.1	246	69.4
Union Pacific (70 mph and over)	112 City of Denver	North Platte	Kearney	95.0	69	82.6
	106 City of Portland	North Platte	Grand Island	137.2	104	79.2
	104 City of Los Angeles	Lund	Milford	35.4	27	78.6
	112 City of Denver	La Salle	Sterling	93.6	72	78.0
	112 City of Denver	Grand Island	Columbus	62.4	48	78.0
	112 City of Denver	Julesburg	North Platte	81.2	63	77.3
	111 City of Denver	Kearney	North Platte	95.0	74	77.0
	102 City of San Francisco	North Platte	Grand Island	137.2	107	76.9

(TM) Texas-Mexico section *(WS) Winter season train* *(A) Runs listed in both directions* *(DO) Stops at Sparks dispatcher's office*

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Union Pacific (70 mph and over)	106 City of Portland	Sidney	North Platte	123.4	97	76.3
	105 City of Portland	Grand Island	North Platte	137.2	108	76.2
	111 City of Denver	Sterling	La Salle	93.6	74	75.8
	103 City of Los Angeles	Milford	Lund	35.4	28	75.8
	102 City of San Francisco	Cheyenne	Sidney	102.0	81	75.6
	111 City of Denver	Fremont	Columbus	45.2	36	75.3
	111 City of Denver	Julesburg	Sterling	57.5	46	75.0
	101–103 Cities of San Francisco-Los Angeles	Grand Island	North Platte	137.2	110	74.8
	105 City of Portland	North Platte	Sidney	123.4	99	74.8
	106 City of Portland	Cheyenne	Sidney	102.0	82	74.5
	111 City of Denver	Grand Island	Kearney	42.2	34	74.5
	104 City of Los Angeles	Sidney	North Platte	123.4	100	74.0
	104 City of Los Angeles	North Platte	Grand Island	137.2	112	73.5
	112 City of Denver	Sterling	Julesburg	57.5	47	73.4
	105 City of Portland	Omaha	Grand Island	144.1	118	73.3
	112 City of Denver	Columbus	Fremont	45.2	37	72.9
	103 City of Los Angeles	North Platte	Sidney	123.4	102	72.6
	112 City of Denver	Kearney	Grand Island	42.2	35	72.3
	101–103 Cities of San Francisco-Los Angeles	Omaha	Grand Island	144.1	120	72.0
	102 City of San Francisco	Sidney	North Platte	123.4	103	71.9
	104 City of Los Angeles	Cheyenne	Sidney	102.0	86	71.2
	10 City of St. Louis	Topeka	Lawrence	28.4	24	71.0
	106 City of Portland	Grand Island	Omaha	144.1	122	70.9
	111 City of Denver	North Platte	Julesburg	81.2	69	70.6
	111 City of Denver	Columbus	Grand Island	62.4	53	70.6
	101 City of San Francisco	North Platte	Sidney	123.4	105	70.5
Wabash	10 City of St. Louis	Mexico	Delmar	103.5	96	64.7
	3 9-10-12 Cities of Kansas City-St. Louis	Centralia(†)	Moberly(†)	23.9	23	62.3
	9 City of St. Louis	Delmar	Mexico	103.5	100	62.1
	3 City of Kansas City	Brunswick	Carrollton	23.7	23	61.8
	3 City of Kansas City	St. Charles	Mexico	86.3	84	61.6
	12 City of Kansas City	Centralia	Mexico	14.1	14	60.4

Steam Operation

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Atchison, Topeka & Santa Fe	10 Centennial State	Pueblo	Rocky Ford	53.2	49	65.1
	9 Centennial State	Macksville	Kinsley	24.8	23	64.7
	9 Centennial State	St. John	Macksville	11.6	11	63.2
	2 Scout	Winslow	Holbrook	32.3	31	62.5
	2 Scout	Holbrook	Gallup	95.4	93	62.2
	9 Centennial State	Newton	Hutchinson	32.9	32	61.8
	14 Number 14	Fowler (c)	Rocky Ford (c)	17.5	17	61.7
	23 Grand Canyon	Wasco	Corcoran	37.9	37	61.5
	9 Centennial State	Holly	Lamar	27.4	27	60.9
	4 California Limited (CS)	Barstow	Cadiz	98.3	32	60.8
	4 California Limited (CS)	Winslow	Holbrook	32.3	32	60.6
	3 California Limited (CS	Gallup	Holbrook	95.4	95	60.3
	128 Number 128	Lamar	Grote	11.0	11	60.0
	9 Centennial State	Syracuse	Holly	21.0	21	60.0
Baltimore & Ohio	12 Metropolitan Special	Relay	Vincennes	147.2	137	64.6

(CS) Coach sections *(†) Runs listed in both directions* *(c) Includes intermediate stop or stops*

Courtesy Southern Pacific Lines

Espee ***Sunbeam***, which links the Texas cities of Dallas and Houston, covers the 265 miles in 265 minutes. In the ten-year period since it was placed in service (September 19, 1937), this streamliner has established an amazing on-time performance record of 97.9 percent

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Baltimore & Ohio	44 Washington-Philadelphia Express	Baltimore	Aberdeen	31.0	30	62.0
	166 Washington-Baltimore Express	Hyattsville	Laurel	12.3	12	61.5
	146 Washington-Baltimore Express	Riverdale	Laurel	11.2	11	61.1
	4 trains	Relay†	Laurel†	12.2	12	61.0
	45 Chicago Night Express	Defiance	Auburn	37.5	37	60.8
	76 Cincinnatian	Martinsville	Silver Springs	66.5	66	60.5
	76 Cincinnatian	Chillicothe	Athens	60.4	60	60.4
	3 trains	Newark	Aiken	19.0	19	60.0
	45 Philadelphia-Washington Express	Philadelphia	Wilmington	25.0	25	60.0
	35-45 Philadelphia-Washington Expresses	Aberdeen	Baltimore	31.0	31	60.0
Canadian National (Includes Grand Trunk Western R	15 International Limited	Belleville	Port Hope	50.1	43	69.9
	6 Intercity Limited	Port Hope	Belleville	50.1	45	66.8
	17 Intercity Limited	Strathroy (c)	Wyoming (c)	25.3	24	63.3
	14 International Limited	Cassopolis	Vicksburg	29.3	28	62.8
	14 International Limited	Sarnia	London	58.9	57	62.0
	20 Maple Leaf	Valparaiso	South Bend	44.4	43	61.9
	105 La Salle	Chatham	Walkerville	44.0	43	61.4
	14-20 International Limited-Maple Leaf	Chicago Lawn	Valparaiso	45.5	45	60.7
	14 International Limited	Valparaiso	South Bend	44.4	44	60.6
	15 International Limited	Flint	Lansing	49.2	49	60.2
	6-15 Intercity-International Limiteds	Brockville†	Cornwall†	58.0	58	60.0
Canadian Pacific	21 Chicago Express	London (c)	Chatham (c)	64.2	63	61.1
	354 Frontenac	Lanorie	Louisville	26.0	26	60.0
Chesapeake & Ohio	2-42 George Washington (2 trains	Maysville	South Portsmouth	51.2	49	62.7
	2 George Washington (WAS)	Newport	Augusta	42.1	41	61.6
	43 Fast Flying Virginian	Vanceburg	Maysville	29.7	29	61.4
	1-41 George Washington (2 trains)	South Portsmouth	Maysville	51.2	50	61.4
	2 George Washington (WAS)	Augusta	Maysville	17.2	17	60.7
	42 George Washington (VS)	Newport	Maysville	59.3	59	60.3
Chicago & Eastern Illinois	23 Cardinal	Hillsboro	Livingston	20.7	18	69.0
	23 Cardinal	Chicago Heights	Watseka	50.9	45	67.8
	24 Cardinal	Livingston	Hillsboro	20.7	19	65.5
	92 Dixie Limited	Danville	Coaler	43.6	41	63.8
	24-97 Cardinal-Dixie Mail	Chicago Heights	Watseka	50.9	48	63.6
	89 Dixie Express	Chicago Heights	Watseka	50.9	49	62.3
	24 Cardinal	Arthur	Tuscola	11.3	11	61.6
	24 Cardinal	Villa Grove	Watseka	67.6	66	61.4
	9 Number 9	Momence	St. Anne	10.2	10	61.2
	88 Dixie Express	Watseka	Chicago Heights	50.9	50	61.1
	23 Cardinal	Watseka	Villa Grove	67.6	67	60.6
	23-24 Cardinal	Nokomis†	Hillsboro†	14.1	14	60.4
	23 Cardinal	Pana	Nokomis	13.0	13	60.0
	92 Dixie Limited	Coaler	Chicago Heights	53.0	53	60.0
Chicago & Northwestern	5 Mail	Denison	Missouri Valley	43.4	40	65.1
	23 Gold Coast	Dixon	Sterling	11.6	11	63.1
	601 Number 601	Waukesha (c)	Helenville (c)	16.4	16	61.5
	5 Mail	Chicago	Clinton	138.1	135	61.4
	5 Mail	Belle Plaine	Tama	16.3	16	61.3
	22 Pacific	Missouri Valley	Denison	43.4	43	60.5
	23 Gold Coast	Rochelle	Dixon	23.1	23	60.3
	5 Mail	Jefferson	Carroll	26.1	26	60.2
	23 Gold Coast	Wheatland	Stanwood	17 0	17	60.0
Chicago, Burlington & Quincy	54 Oriental Limited	Alma	Winona Junction	23.1	21	66.0

(WAS) Washington section *(VS) Virginia section* *(c) Includes intermediate stop or stops* *(†) Runs listed in both directions*

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Chicago, Burlington & Quincy	54 Oriental Limited	Prescott	Alma	56.2	53	63.6
	14 Number 14	Princeton	Mendota	21.5	21	61.5
	48–50 Blackhawk-North Coast Limited	LaCrosse	Prairie du Chien	57.7	57	60.7
Chicago, Milwaukee, St. Paul & Pacific (65 mph and over)	102 Midwest Hiawatha	Davis Junction	Elgin	43.4	35	73.8
	102 Midwest Hiawatha	Manilla	Perry	61.3	50	73.6
	103 Midwest Hiawatha	Elgin	Davis Junction	43.4	36	72.3
	103 Midwest Hiawatha	Tama	Madrid	65.9	55	71.9
	102–103 Midwest Hiawatha	Marion	Delmar Junction	53.9	45	71.8
	102 Midwest Hiawatha	Tama	Marion	53.6	46	69.9
	103 Midwest Hiawatha	Perry	Manilla	61.3	53	69.2
	103 Midwest Hiawatha	Marion	Tama	53.6	48	67.0
	14 Chippewa	Sturtevant	Deerfield	37.9	34	66.9
	23 Milwaukee Special	Chicago	Sturtevant	61.8	56	66.2
	103 Midwest Hiawatha	Davis Junction	Mt. Carroll	47.7	44	65.9
	102 Midwest Hiawatha	Madrid	Tama	65.9	60	65.9
Chicago, Rock Island & Pacific	44 Californian	Hooker	Tyrone	10.3	10	61.8
	44 Californian	Optima	Hooker	10.3	10	61.8
	15 Mid-Continent Special	Hamptor	Iowa Falls	16.0	16	60.0
Delaware, Lackawanna & Western	2 Pocono Express	Elmira	Waverly	17.6	17	62.1
	10 New York Mail	Lancaster	East Bethany	29.2	29	60.4
	2 Pocono Express	Corning	Elmira	18.0	18	60.0
Illinois Central	7 Sunchaser (WS)	Mattoon	Effingham	26.8	25	64.3
	29 Illini	Neoga	Effingham	14.9	14	63.9
	7 Sunchaser (WS)	Champaign	Mattoon	44.6	43	62.2
	25–29 Southern Express-Illini	Arcola	Mattoon	14.5	14	62.1
	9 Seminole	Mattoon	Effingham	26.8	26	61.8
	9 Seminole	Champaign	Mattoon	44.6	44	60.8
	7 Sunchaser (WS)	Paxton	Champaign	25.0	25	60.0
	7 Sunchaser (WS)	Woodlawn	Kankakee	48.0	48	60.0
Lehigh Valley	23–24 New York-Lehighton Expresses	Manville†	Flemington Junction†	14.6	14	62.4
Missouri Pacific	19 Sunflower	Kirkwood	Washington	38.3	35	65.7
	16 Royal Gorge	Brownell	McCracken	10.8	10	64.8
	23 Local	Kirkwood	Pacific	21.4	20	64.2
	25 Texan	Poplar Bluff	Corning	26.7	25	64.1
	15 Royal Gorge	Kirkwood	Washington	38.3	36	63.8
	18 Hot Springs Special	Bald Knob	Bradford	10.3	10	61.8
	16 Royal Gorge	Knobnoster	Sedalia	19.2	19	60.6
	206 Number 206	Nevada	Horton	10.1	10	60.6
	9 Missourian	Kirkwood	Washington	38.3	38	60.5
	224 Number 224	McCrory	Wynne	23.1	23	60.3
	16 Royal Gorge	Eads	Horace	55.0	55	60.0
New York Central (New York-Chicago Line; (70 mph and over)	5–64 Mohawk-Waterlevel	South Bend†	La Porte†	26.7	21	76.3
	1 2 46 Pacemaker-Interstate Express	Gary	South Bend	59.3	48	74.1
	22 Lake Shore Limited	Englewood	South Bend	78.8	66	71.6
	2 Pacemaker	Elkhart	Toledo	133.0	112	71.2
	68 Commodore Vanderbilt	Elkhart	Toledo	133.0	133	70.6

(WS) Winter season train *(†) Runs listed in both directions*

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
New York Central (Cleveland, Cincinnati, Chicago & St. Louis) (65 mph and over)	11 Southwestern Limited	Sidney	Muncie	65.9	59	67.0
	404 New York Special	Shelby	Wellington	30.7	28	65.8
	423 St. Louis Express	Greencastle	Terre Haute	32.6	30	65.2
	11 Southwestern Limited	Indianapolis	Terre Haute	71.6	66	65.1
New York Central (Michigan Central) (65 mph and over)	48 Detroiter	Windsor	St. Thomas	109.5	101	65.2
	360 Valley Express	Battle Creek	Marshall	13.1	12	65.5
New York, Chicago & St. Louis	5–7–9 Nickel Plate Limited-Western Special-Number 9	Rocky River	Lorain	18.0	18	60.0
Norfolk & Western	25 Powhatan Arrow	Suffolk	Petersburg	58.9	56	63.1
	26 Powhatan Arrow	Petersburg	Suffolk	58.9	57	62.0
	3–22 Pocahontas-Norfolk Express	Suffolk†	Wakefield†	29.0	29	60.0
Pennsylvania (65 mph and over)	15 Pittsburgh Express	Newport	Port Royal	18.8	15½‡	72.8
	8–14–22 Red Bird-Detroit Arrow-Manhattan Limited	Gary	Fort Wayne	123.0	109	67.7
	44–76 Pittsburgh Express-Trail Blazer	Plymouth	Fort Wayne	64.2	57	67.6
	70 Admiral	Englewood	Fort Wayne	140.9	126	67.1
	1–7 Chicago Arrow-Red Bird	Fort Wayne	Gary	123.0	110	67.1
	319 Cleveland Express	Hudson	Bedford	11.6	10½‡	66.3
	2 Pennsylvania Limited	Englewood	Fort Wayne	140.9	128	66.0
	200 Southland	Gary	Fort Wayne	123.0	112	65.9
	66 American	Effingham	Terre Haute	67.8	62	65.6
	237 Number 237	Hebron	Crown Point	10.9	10	65.4
	5 Pennsylvania Limited	Fort Wayne	Gary	123.0	113	65.3
Pennsylvania-Reading Seashore Lines	1025 Atlantic City Express	Hammonton	Absecon	21.8	20	65.4
	1070–1077 New York-Atlantic City Exps.	Absecon†	Haddonfield†	45.3	42	64.7
	3 trains	Haddonfield†	Absecon†	45.3	43	63.2
	1004 Philadelphia Express	Absecon	Hammonton	21.8	21	62.3
	3 trains	Egg Harbor†	Hammonton†	11.1	11	60.5
Reading	619 Philadelphia Express	West Trenton	Jenkintown	21.7	19	68.5
	600 Crusader	West Trenton	Belle Meade	17.6	16	66.0
	607 Crusader	Bound Brook	West Trenton	27.5	25	66.0
	6 trains	West Trenton†	Jenkintown†	21.7	20	65.1
	614 Crusader	West Trenton	Bound Brook	27.5	26	63.5
	3 trains	West Trenton†	Belle Meade†	17.6	17	62.2
	633 Philadelphia Express	West Trenton	Jenkintown	21.7	21	62.0
Richmond, Fredericksburg & Potomac	14 Washington Express	Ashland (c)	Fredericksburg (c)	44.6	44	60.8

(†) Runs listed in both directions

(‡) Half minute more than shown in timetable

Courtesy James Waldek, Rail Photo Service, 305 Sherman Bldg., 93 Mass. Ave., Boston, Mass.

Canadian National has the racetrack and the motive power, it and when she decides to quicken schedules. Here's Mountain type 6060 about to slip under Bathhurst St. Bridge, Toronto, with the ***Noon Flyer*** for Detroit

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Richmond, Fredericksburg & Potomac	16 Washington Express	Ashland	Fredericksburg	44.6	44	60.8
	12 Old Dominion	Richmond	Fredericksburg	59.0	59	60.0
Southern Pacific	15 Hustler	Fairbanks	Hackley	23.1	21	66.0
	13 Sunbeam	Houston	College Station	93.6	87	64.4
	14 Beaver	Woodland	Willows	65.0	61	63.9
	14 Sunbeam	Ennis	Hearne	110.2	104	63.6
	13 Sunbeam	Bremond	Ennis	88.2	84	63.0
	13 Beaver	Willows	Woodland	65.0	62	62.9
	13 Sunbeam	College Station	Bremond	47.7	46	62.6
	39 Imperial	Carrizozo	Alamagordo	57.1	55	62.3
	52 San Joaquin Daylight	Mojave	Lancaster	24.8	24	62.0
	223 Senator	Davis	Suisan-Fairfield	26.7	26	61.7
	14 Sunbeam	College Station	Houston	93.6	91	61.4
	51–52 San Joaquin Daylights	Turlock†	Merced†	24.3	24	60.7
	52 San Joaquin Daylight	Merced	Madera	33.4	33	60.7
	16 Hustler	Hackley	Fairfield	23.1	23	60.3
	97 99 Coast Daylights	Santa Margarita	Salinas	117.3	117	60.2
	3 Golden State Limited	Carrizozo	Alamagordo	57.1	57	60.1
	15 Hustler	Hackley	Hemstead	15.0	15	60.0
	(Sunbeams are Nos. 13–14 on T&NO Lines, Beavers on Shasta Route)					
Union Pacific (65 mph and over)	28 Overland	Central City	Columbus	40.4	34	71.1
	28 Overland	North Platte	Kearney	95.0	82	69.5
	2 Los Angeles Limited	North Platte	Kearney	95.0	84	67.8
	1 Los Angeles Limited	Grand Island	Kearney	42.2	38	66.6
	28 Overland	Sidney	North Platte	123.4	112	66.1
Wabash	21–24 Blue Bird	Litchfield†	Taylorville†	32.5	29	67.3
	3 St. Louis Limited	Adrian	Montpelier	38.1	35	65.3
	10–11 Banner Blue	Litchfield†	Taylorville†	32.5	30	65.0
	10 Banner Blue	Edwardsville	Litchfield	30.6	29	63.3
	8 Red Bird	Fort Wayne	Montpelier	49.6	47	63.3
	21–24 Blue Bird	Granite City†	Litchfield†	44.0	42	62.9
	21 Blue Bird	Englewood	Forrest	85.9	83	62.2
	11 Des Moines Limited	Montgomery	Mexico	25.8	25	61.9
	3 St. Louis Limited	Milan	Adrian	21.5	21	61.4
	21–24 Blue Bird	Decatur†	Forrest†	80.1	79	60.8
	17 The Midnight	Wellsville	Mexico	18.2	18	60.7
	11 Banner Blue	Forrest	Monticello	52.6	52	60.7
	3 trains	Taylorville†	Decatur†	28.4	28	60.8
	4 Detroit Arrow	Fort Wayne	Adrian	87.7	87	60.5
	8 Red Bird	Montpelier	Adrian	38.1	38	60.2

Electric Operation

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Chicago, North Shore & Milwaukee	210 Chicago Express	Lake Bluff	Northbrook	11.33	10	68.0
	725 Mundelein Express	Skokie	Briergate	10.16	9	67.7
	3 trains	Racine	Kenosha	10.0	9	66.7
	434 Chicago Limited	Lake Bluff	Skokie	18.5	17	65.4
	805–808 Electroliners	Edison Court†	Kenosha†	15.0	14	64.3
	424 Chicago Limited	Downeys West	Skokie	20.3	19	64.1
	10 Electroliners	Harrison†	Racine†	20.1	19	63.4
	13 trains	Edison Court	Zion	6.3	6	63.0
	3 trains	Skokie	Lake Bluff	18.5	18	61.7

(†) Runs listed in both directions

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Chicago, North Shore & Milwaukee	10 trains	Downeys West†	Skokie†	20.3	20	60.9
	25 trains	Harrison†	Racine†	20.1	20	60.3
	30 trains	Racine†	Kenosha†	10.0	10	60.0
	5 Electroliners	Edison Court†	Kenosha†	15.0	15	60.0
	801–804 Electroliners	Howard Street†	North Chicago Junct.†	26.0	26	60.0
	807 Electroliner	Howard Street	Kenosha	44.0	44	60.0
Chicago, South Shore & South Bend	1 South Bend Limited	Springville	Birchim	9.0	8	67.5
	41–44 South Bend-Chicago Limiteds	Shops†	Lake Park†	16.5	15	66.0
	12 Chicago Limited	Lake Park	Andry	10.8	10	64.8
	20 Chicago Limited	Lake Park	Springville	11.8	11	64.2
	13 trains	Wilson	Tremont	6.3	6	63.0
	18 trains	New Carlisle†	Bendix†	11.5	11	62.7
	5 trains	Lake Park	Shops	16.5	16	61.9
	40 Chicago Limited	Birchim	Shops	13.3	13	61.4
	26 Chicago Limited	Birchim	Lalumiere	5.0	5	60.0
	32 Chicago Limited	Gary	Calumet	7.0	7	60.0
	16 Chicago Limited	Dune Acres	Miller	10.0	10	60.0
	32 Chicago Limited	New Carlisle	Springville	14.0	14	60.0
Illinois Terminal	91 St. Louis Limited	Mindale	Union	9.6	8½#	67.8
	92–93 Illmo Limited	Mindale†	Union†	9.6	9	64.0
	99 Local	Williamsville	Sherman	5.0	5	60.0
New York, New Haven & Hartford	95–99–140 Numbers 95, 99 and 140	Stamford†	South Norwalk†	8.0	8	60.0
Pennsylvania (65 mph and over)	152 Congressional	North Philadelphia	Newark	76.0	64	71.2
	29–153 Broadway Limited-Congressional	Newark	North Philadelphia	76.0	65	70.1
	171 Patriot	Wilmington	Baltimore	68.5	59	69.6
	126 Legislator	Perryville	Wilmington	32.3	28	69.2
	208 New York Express	Trenton	Newark	48.1	42	68.7
	6 trains	Baltimore†	Wilmington†	68.5	60	68.5
	41 Cincinnati Limited	Paoli	Lancaster	47.9	42	68.4
	5 trains	Newark	North Philadelphia	76.0	67	68.1
	23 trains	Baltimore†	Wilmington†	68.5	61	67.4
	122 N&W-Sou Ry. Express	Trenton	Elizabeth	42.6	38	67.2
	28-33 Broadway Limited-St. Louisan	Newark†	North Philadelphia†	76.0	68	67.1
	9 trains	Newark†	Trenton†	48.1	43	67.1
	132 Representative	Perryville	Wilmington	32.3	29	66.9
	5 trains	Paoli	Lancaster	47.9	43	66.8
	29 Broadway Limited	Paoli	Harrisburg	83.2	75	66.5
	4 trains	New Brunswick†	Trenton†	25.4	23	66.3
	7 trains	Baltimore	Wilmington	68.5	62	66.2
	601 Governor	Lancaster	Harrisburg	35.3	32	66.2
	4 trains	Newark†	Princeton Junction†	38.4	35	65.9
	119 New York-Washington Express	Rahway	Trenton	37.3	34	65.8
	11 trains	Newark	Trenton	48.1	44	65.7
	32–39–71 St. Louisan-Clevelander-Admiral	Lancaster†	Paoli†	47.9	44	65.5
	54 Gotham Limited	North Philadelphia	Newark	76.0	70	65.2
	119–160 Sou-ACL Express-Constitution	Wilmington†	Baltimore†	68.5	65	65.1
	601 Governor	Coatesville	Lancaster	29.3	27	65.1

Gas-Electric Operation

Railroad	Train	From	To	Miles	Time (min.)	Speed (mph.)
Canadian Pacific	340 Local	Pasqua	Belle Plaine	10.2	10	61.2

Courtesy Union Pacific System

Table of Aggregate Mileage

(Figures in parenthesis indicate the number of runs making up each item of aggregate mileage. Daily runs, as shown here, are those operated at least five times weekly the year around, except as otherwise noted)

Railroad	Motive Power	75 mph or over	70 mph or over	65 mph or over	60 mph or over
Atchison, Topeka & Santa Fe	Diesel	408(2)	806(8)	2500(27)	7808(84)
Atchison, Topeka & Santa Fe	Diesel (f)	120(1)	153(2)	273(3)	513(6)
Atchison, Topeka & Santa Fe	Steam	.....	.....	53(1)	591(14)
Atchison, Topeka & Santa Fe—Total		525(3)	959(10)	2826(31)	8912(104)
Atlantic Coast Line	Diesel	———	———	417(5)	1662(20)
Atlantic Coast Line	Diesel (WS)	———	———	97(1)	1128(10)
Atlantic Coast Line—Total		.....	.....	514(6)	2790(30)
Baltimore & Ohio	Diesel	....	....	985(14)	2919(59)
Baltimore & Ohio	Steam	.....	.....	.....	559(17)
Baltimore & Ohio—Total		.....	.....	985(14)	3478(76)
Boston & Maine	Diesel	.....	.....	.....	131(2)
Canadian National (In Canada)	Steam	.....	.....	100(2)	344(7)
(Grand Trunk Western)	Steam	.....	.....	.....	258(6)
Canadian National—Total		.....	.....	100(2)	602(13)
Canadian Pacific	Steam	.....	.....	.....	90(2)
Canadian Pacific	Gas-Electric	.....	.....	.....	10(1)
Canadian Pacific—Total		.....	.....	.....	100(3)
Central of Georgia	Diesel	.....	.....	.....	191(6)
Chesapeake & Ohio	Diesel	.....	.....	.....	510(8)
Chesapeake & Ohio	Steam	.....	.....	.....	353(8)
Chesapeake & Ohio—Total		.....	.....	.....	863(16)
Chicago & Eastern Illinois	Diesel	.....	27(1)	288(7)	516(17)
Chicago & Eastern Illinois	Diesel (e)	.....	96(1)	193(2)	307(4)
Chicago & Eastern Illinois	Steam	.....	.....	92(3)	590(16)
Chicago & Eastern Illinois—Total		.....	123(2)	573(12)	1413(37)

(f) Operated fifteen times monthly

Courtesy Chesapeake & Ohio Railway

Two venerable names disappeared from the roster of American Railroads last year. One was the Chicago & Alton; the other, the Pere Marquette. Detroit-Grand Rapids patrons of the latter have swank streamliner namesakes which serve more than eight thousand persons weekly

Railroad	Motive Power	75 mph or over	70 mph or over	65 mph or over	60 mph or over
Chicago & Northwestern	Diesel	193(5)	927(16)	3288(57)	5988(109)
Chicago & Northwestern	Steam	.....	.....	43(1)	335(9)
Chicago & Northwestern Total		193(5)	927(16)	3331(58)	6323(118)
Chicago, Burlington & Quincy	Diesel	1259(18)	2216(31)	4606(68)	7306(119)
Chicago, Burlington & Quincy	Steam	.....	.....	23(1)	216(5)
Chicago, Burlington & Quincy—Total		1259(18)	2216(31)	4629(69)	7522(124)
Chicago, Indianapolis & Louisville	Diesel	.....	.....	46(3)	117(7)
Chicago, Milwaukee, St. Paul & Pacific	Diesel	387(5)	861(13)	1736(26)	3359(48)
Chicago, Milwaukee, St. Paul & Pacific	Steam	.....	322(6)	703(13)	2186(44)
Chicago, Milwaukee, St. Paul & Pacific—Total		387(5)	1183(19)	2439(39)	5545(92)
Chicago, North Shore & Milwaukee	Electric	.....	.....	70(6)	1636(106)
Chicago, Rock Island & Pacific	Diesel	21(1)	694(14)	2037(45)	5251(108)
Chicago, Rock Island & Pacific	Steam	.....	.....	.....	36(3)
Chicago, Rock Island & Pacific—Total		21(1)	694(14)	2037(45)	5287(111)
Chicago, South Shore & South Bend	Electric	.....	.....	42(3)	485(46)
Delaware, Lackawanna & Western	Diesel	.....	.....	66(1)	336(11)
Delaware, Lackawanna & Western	Steam	.....	.....	.....	65(3)
Delaware, Lackawanna & Western—Total		.....	.....	66(1)	401(14)
Erie	Diesel	.....	.....	196(3)	724(13)
Florida East Coast	Diesel	.....	19(1)	142(5)	723(33)
Florida East Coast	Diesel (WS)	.....	19(1)	72(4)	691(24)
Florida East Coast—Total		.....	38(2)	214(9)	1514(57)
Fort Worth & Denver City	Diesel	.....	107(3)	629(8)	929(14)
Great Northern	Diesel	.....	.....	108(1)	578(6)
Gulf, Mobile & Ohio	Diesel	.....	.....	29(1)	1018(17)
Illinois Central	Diesel	225(4)	1011(23)	1894(46)	3269(78)
Illinois Central	Diesel (e)	26(1)	71(2)	248(5)	544(11)
Illinois Central	Steam	.....	.....	.....	115(5)
Illinois Central	Steam (WS)	.....	.....	.....	144(4)
Illinois Central—Total		251(5)	1082(25)	2142(51)	4072(98)
Illinois Terminal	Electric	.....	.....	10(1)	34(4)
Lehigh Valley	Steam	.....	.....	.....	29(2)
Louisville & Nashville	Diesel	.....	.....	28(1)	232(5)
Missouri Pacific	Diesel	.....	92(1)	977(17)	2414(52)
Missouri Pacific	Steam	.....	.....	38(1)	289(11)
Missouri Pacific—Total		.....	92(1)	1015(18)	2703(63)
New York Central (New York-Chicago Line)	Diesel	26(1)	712(7)	2553(22)	6423(65)
	Steam	53(2)	576(8)	5483(49)	13554(159)
(Cleve, Cin, Chi & St L)	Diesel	.....	.....	691(11)	1427(21)
	Steam	.....	.....	201(4)	1089(24)
(Michigan Central)	Diesel	.....	.....	109(1)	376(6)
	Steam	.....	.....	122(2)	1520(21)
New York Central—System Total		79(3)	1288(15)	9159(89)	24389(296)
New York, Chicago & St. Louis	Steam	.....	.....	.....	54(3)
New York, New Haven & Hartford	Electric	.....	.....	.....	24(3)
Norfolk & Western	Steam	.....	.....	.....	176(4)
Pennsylvania	Diesel	.....	.....	1051(10)	2633(27)
Pennsylvania	Steam	.....	18(1)	1381(15)	4142(58)
Pennsylvania	Steam (WS)	.....	.....	.....	216(2)
Pennsylvania	Electric	.....	228(3)	5222(91)	15563(349)
Pennsylvania	Electric (WS)	.....	.....	274(4)	562(10)
Pennsylvania—Total		.....	246(4)	7928(120)	23116(446)

(WS) Winter season train *(e) Operated every third day*

Railroad	Motive Power	75 mph or over	70 mph or over	65 mph or over	60 mph or over
Pennsylvania-Reading Seashore Lines	Steam	.....	.....	21(1)	303(10)
Reading	Diesel	.....	.....	840(14)	840(14)
Reading	Steam	.....	.....	197(9)	299(14)
Reading—Total		.....	.....	1037(23)	1139(28)
Richmond, Fredericksburg & Potomac	Steam	.....	.....	.....	148(3)
Seaboard Air Line	Diesel	.....	35(1)	389(8)	1824(30)
Seaboard Air Line	Diesel (WS)	.....	.....	11(1)	483(8)
Seaborad Air Line—Total		.....	35(1)	400(9)	2307(38)
Southern	Diesel	.....	.....	.....	15(1)
Southern Pacific	Diesel	.....	288(1)	571(2)	571(2)
Southern Pacific	Steam	.....	.....	23(1)	1106-(19)
Southern Pacific—Total		.....	288(1)	594(3)	1677(21)
Union Pacific	Diesel	1342(15)	3501(36)	4859(53)	8018(90)
Union Pacific	Steam	.....	40(1)	396(5)	1993(37)
Union Pacific—Total		1342(15)	3590(38)	5255(58)	10011(127)
Wabash	Diesel	.....	.....	.....	427(9)
Wabash	Steam	.....	.....	168(5)	910(21)
Wabash—Total		.....	.....	168(5)	1337(30)

Recapitulation

Daily Runs

Diesel	3861(51)	11296(156)	31035(456)	68535(1081)
Steam	53(2)	1027(15)	9044(113)	31350(525)
Electric	.....	228(3)	5344(101)	17742(510)
Gas-Electric	.....	.....	.....	10(1)
Total	3914(53)	12551(177)	45423(670)	117637(2117)

Intermittant and Winter Season Runs

Diesel	146(2)	339(6)	894(16)	3666(63)
Steam	.....	.....	.....	360(6)
Electric	.....	.....	274(4)	562(10)
Total	146(2)	339(6)	1168(20)	4588(79)
GRAND TOTAL	4060(55)	12890(183)	46591(690)	122225(2196)

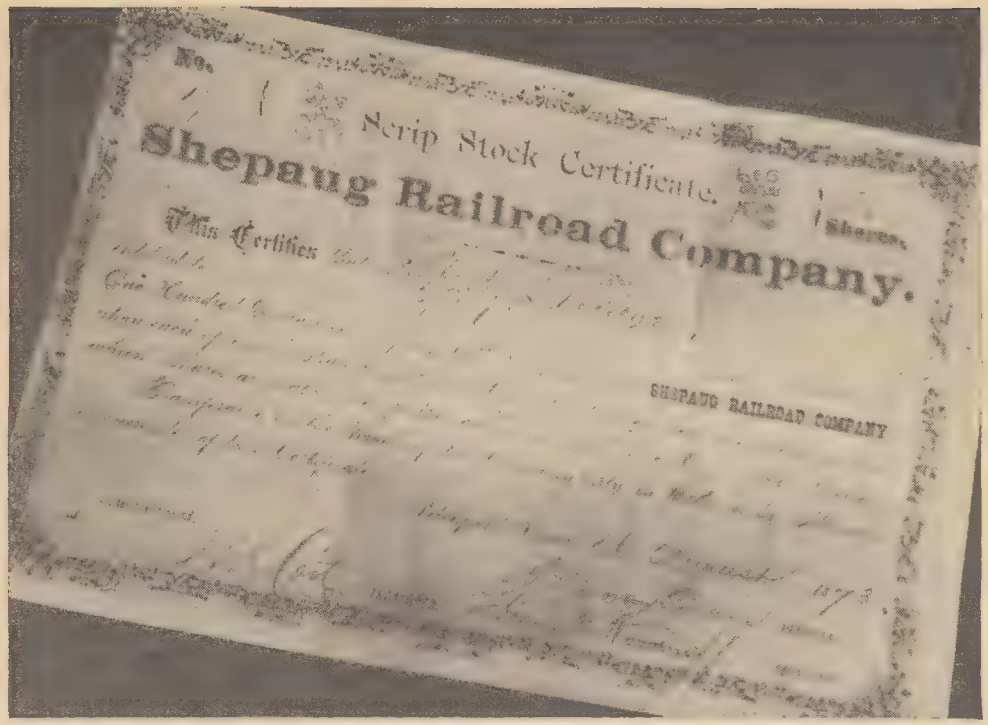
(WS) Winter season train

Erie photo from Rail Photo Service

Not in the Wheel Report

By JOSEPH EASLEY

Can't be they want to borrow coal *this time* . . . . they got plenty coal!



Puritan Valley Line

By GEORGE J. FLYNN

WAR between the states was over. America flexed its muscles and went to work on the greatest push of industrialization in world history. Supercharging the public imagination were visions of railroads that would open new territories and markets and tie together a sprawling conglomeration of states.

Slowly the fever spread into a beautiful Puritan valley in Connecticut and instilled in the minds of a few ambitious men the prospect of transforming a string of agricultural communities into a new industrial empire.

The first harbinger of the future rail line was a lone surveyor who one day was discovered pacing along the alluvial flats of the Shepaug Valley, his eye scrutinizing each bend of the river and every grade of the hills.

"Trespassing!" cried the farmers, who wanted no part of a railroad.

"Treason!" their descendants cry today as they fight abandonment of a railroad that was unwanted, but which was born to a stormy and perilous existence. A petition to drop the line is now before the Interstate Commerce Commission.

The railroad is the Shepaug branch of the New York, New Haven & Hartford Railroad, a homely freight line that wends a serpentine path 32 miles along the meandering Shepaug River in the heart of Litchfield County. Like the snake it's route resembles, it refuses to die.

Eighty years ago its sponsors saw

the line as the fore-runner of a bright industrial age for the valley, which they dreamed would rival the neighboring Naugatuck Valley, the world's brass center, in the strength of its manufacturing output.

Iron, a high-grade type, was lying in the hills. Marble and granite were there, ready to build great buildings. There was water power for tapping. Only a railroad was needed to ignite the fire of expansion.

Gone are the bright dreams and all that remains are two rusty, rotting ribbons of track. The Yankees of the valley treasure them, with open nostalgia but with a keen eye on the dollar sign too.

Undoubtedly the Shepaug is one of the most beautiful rural railroads in the United States—but it doesn't pay.

But what other railroad ever stopped its trains in sympathy with a sister road when the latter had an accident?

And how many roads drop ninety-five per cent in value and still manage to keep operating?

With a depleted treasury and bleak prospects, how many railroads would buy a parlor car and schedule a luxury run?

These things were accomplished by a line whose trains travel almost twice the distance represented by the airline length of their route and whose cars move so slowly that crewmen have walked along the right-of-way, picked wildflowers and hopped aboard again.

The Shepaug is one of those little appendages which the New Haven Road and other big railroads would like to shear off—white elephants handed to the big roads in the madcap spree of railroad enterprise in the last half of the Nineteenth century.

Cutting them off is something else again. The New Haven must convince the ICC that "future public convenience and necessity permit the abandonment of each of said segments."

Said Shepaug segment almost died aborning. Its history has been as rocky as the granite-ribbed hills through which it winds from Hawleyville on its tortuous route to Litchfield, the "parlor town" of Connecticut.

The line was the dream of Major Edwin McNeill, Litchfield, who returned home after the Civil War with plans to resume his old trade of building railroads. He first tried to put through a road from Waterbury, destined to become the world's brass center, north through western Connecticut, to connect, he hoped, with the Boston & Erie which crossed Massachusetts. This scheme never won favor.

McNeill saw clearly that what Litchfield needed was a through road and he planned the Shepaug with that in mind. But the line forever hit a dead end at Litchfield, never spanning the five-mile gap to Torrington, known to the nation's children as the home of roller skates. He settled finally on the alternative of constructing westward to Hawleyville, a junction in 1870 of the Housatonic, Danbury & Norwalk and the New York & New England roads.

With support slow to mobilize, McNeill ventured a survey of the route at his own expense. Once he was met by a band of hostile farmers, carrying shotguns. "Come on, boys," he invited, "I've smelt powder before." They didn't shoot.

The road was incorporated as the Shepaug Valley Railroad Co., with the first meeting of directors held

Photos by Howard Birch, 7 Donald Terrace, Waterbury, Conn.

Single tunnel along Shepaug Line is in town of Washington, was hewn from natural rock. Cars on weed-covered siding were once loaded with the marble mined nearby

Once a busy place, Litchfield terminus had declined through the years. Former depot was torn down more than twenty years ago. Little freight office behind coal gondola is all that remains

at Litchfield, April 25, 1869. J. Deming Perkins, president of the Village Improvement Society of Litchfield, who at his own expense once installed gas lights on the Green of his home town to prove their efficiency, was elected president, and McNeill, superintendent.

Picked as treasurer was Henry R. Coit, banker, a railroad-minded man who once sought stock subscriptions for the Union Pacific Railroad with a series of advertisements that proclaimed each new stretch of track that was laid.

McNeill's prospectus, presented to the public, painted a glowing picture of the future of the valley: "The aggregate fall of the Shepaug River from Bantam Lake to the mouth of the Shepaug is 800 feet. Lakes tributary to the river furnish a natural reservoir of a capacity of 2,000 acres. The volume of water, its great fall and the command without cost of 2,000 acres of flowage, designate this as the best stream in the state for manufacturing purposes. Its close proximity to the Pennsylvania coal fields as compared with other sections of New England, is a reasonable guarantee that the establishment of factories would follow, immediately, the opening of the road."

The farmers weren't convinced. They were slow to approve the subscription of stocks by the towns along the route: Litchfield, Morris, Washington and Roxbury. On May 22, 1869, notes the diary of Albert L. Hodge, Roxbury, a director of the road, the town voted for the fourth time on the railroad. "Big fight," he added without explanation. On Dec. 11, the town approved a bond issue of $27,000. "This nails it fast," said Hodge jubilantly. But the town of Morris sanctioned the bond issuance by the narrow margin of thirty to twenty-nine. Litchfield's share was $102,000; Morris', $22,000, and Washington's, $53,000.

THEN came the fight to obtain a right-of-way. Many supporters of the road contributed land. Others were somewhat less enthusiastic. Orin B. Seward, Roxbury, stipulated that the road "shall fence the road properly and make me suitable crossing and maintain the fences perpetually." Perpetually! Thomas Ryan limited the width of the right-of-way through his property to twenty-five feet, and Oliver S. Tyrell to thirty-five feet, despite the road's effort to get a 50-foot minimum width along the whole line. D. Fairchild Burritt sold the road a strip, but reserved the right to cut timber along the right-of-way, while five other grantors who owned a store wanted assurance the railroad would not disturb the store "either the first or second storey."

Yankee farmers believe "good fences make good neighbors" so they demanded fences. Burton Hodge, who operates the village grocery in Roxbury, recalls that a board fence was built along the entire right-of-way. The original budget set aside $75,000 for the purpose. The fence didn't last long. Sparks from the early locomotives ignited long stretches of board. Other boards continued to keep cows off the track by becoming part of barns along the route.

McNeill hopefully estimated the cost of the line at $850,000, but it ultimately ran over a million dollars, with the entire cost furnished by the section traversed by the road, about three-quarters of the amount being raised in the town of Litchfield. The

Shepaug freight crawling past Roxbury Falls toward the end of its day's run

Shepaug never proved a bonanza to the stockholders.

On October 26, 1870, says the Hodge diary, construction was begun at Hawleyville by a "company from Pennsylvania." Just a year later, Colonel Hodge reported that "iron was laid to (Roxbury) depot this day." The next day, he "went to Hawleyville on cars and brought back a car of brick and iron, first freight on road." Construction was moving fast on the Litchfield end and on January 1, 1872, the road was opened.

The industrial picture for the valley seemed bright that day. Stone quarries were humming in Washington and Roxbury and in the latter town iron was being mined and converted in local forges and "manufactories" into surgical instruments and tools. Litchfield had a tannery, sawmills and a developing summer trade, with the old United States and Mansion Hotels and Phelps Tavern drawing throngs of New Yorkers. The composite population of the valley was 6,386. In seventy-five years it has grown to only about 7,000, with Roxbury and Morris showing declines over the period.

The opening of the road was described by a Litchfield historian as a "triumphant hour" when the whistle announced the arrival from Hawleyville of the *Waramaug,* one of the line's first three engines. The others were the *Shepaug* and the *Weantinaug,* moving one wag writer to remark that the engines "aug-ured well for the future." In Litchfield, the "whole population" turned out to greet the train. On board, a writer for *The Litchfield Enquirer* was taking a long view of the enterprise.

"The speed," he said, "was of course slow and from Litchfield to Washington, or rather to a point a mile or two above that station, there were many rough places and a very noticeable unevenness of track . . . the whole look of the country is unfamiliar . . . the distance between Washington and Litchfield is two miles greater than by common road."

Engine 372, a Baldwin product of 1905, slows to a stop approaching Roxbury with Flagman Spaulding readying for the crossing

Fast local makes 40 to 45 miles per hour from Danbury on mainline trackage; slows to a restricted 30 when it hits the branch line

From Washington to Litchfield the track was "excellent" and trains "might run at considerable speed without danger." The schedule for the 32-mile run, with ten stops, many of them at small clusters of houses, called for leaving Litchfield at 8:30 a. m. and arriving in Hawley at 11.

Today, with stops only at Roxbury and Washington, the freights make the run in three hours and ten minutes, a schedule often extended when valiant little 372, the oldest type engine on the line, is forced to pull more than five or six loaded cars. The road now maintains stations only at Hawleyville, Washington and Litchfield. The Roxbury station was bought recently by William Matthews, Roxbury lumber dealer, and the other stations have long since been razed.

Regular passenger service began January 11, 1872, but troubles were ahead for the road. That week, Colonel Hodge reports in his diary, "Went with directors to Bridgeport to meet directors of Housatonic Railroad Co. to arrange freight rates, passenger tickets and so forth, but made none." As an afterthought, he added, "Good wheeling." On March 16th, regular passenger service was suspended. On June 27th, "Had accident on road," says Colonel Hodge, with no mention of the nature of the mishap. The passenger service apparently was resumed by July 1st, for on that day, "SVRR began run to Norwalk," and on the 4th, the road ran excursions to Norwalk and Danbury.

The line struggled through the year, but in the next few months the depression of 1873 hit. Second mortgage holders foreclosed and the line was reorganized as the Shepaug Railroad Co., with the second mortgage holders becoming directors in the new corporation. Major McNeill, still struggling to make the line pay, was reelected a director.

FOURTEEN years of trying to make ends meet failed, and in 1887, another foreclosure took place, with the line rechristened the Shepaug, Litchfield & Northern. The "& Northern" was a bit of whimsy, for the terminus remained at the foot of Litchfield's steep West Hill. Undaunted, the Shepaug operators added a luxurious parlor car of "quartered oak with light blue upholstery" to the passenger service and commenced a through train to New York and return every day. Excursions to Coney Island were scheduled to entice business, with the brave patrons entraining at Litchfield, changing to the Housatonic Road at Hawleyville for a jolting journey to Bridgeport, where they switched to little steamers for the ride to New York.

Meanwhile, industry was dying fast in the valley. Marble and granite couldn't stand the competition of Portland cement, then coming into widespread use. The exploitation of Roxbury's iron was checked with the advent of steel and with the development of Midwest resources. And the valley's forests were denuded of their virgin timber. Thus began the valley's retrogression to its original agricultural pursuit, a process that has continued almost unabatedly to this day.

The line never recovered from its shaky start and with the stockholders still clinging to worthless paper, the Shepaug surrendered its independence in 1898 to the New Haven Railroad, which since has operated it —much of the time, the road claims, at a loss. Passenger service was

dropped April 27, 1930, after an experiment with a gasoline-powered coach failed.

It was in its first thirty years of existence, however, that the Shepaug won its fame and the loyalty of a large segment of Litchfield County residents. There was and is a picturesque and homey quality about the road that is vanishing in the days of streamlined expresses. Ambrose Tigbe, writing in *The New York Post* in 1881, related:

"There is the matter of railroad sympathy of which the Shepaug affords capital illustration and which has thus far, I believe, been entirely neglected. When an accident occurs on a sister railroad, the tender-hearted Shepaug stops its trains. This strikes the layman's mind as a very interesting phenomenon worthy of specialists' attention. At any rate the explanation is not very obvious. It cannot be that it fears lest some harm might befall itself. There is only one danger about riding on the Shepaug and that is that it may give out before it reaches its destination. It advertises, in clear-cut letters whose distinctness only adds to the enormity of the sin, to run two trains daily to Litchfield direct. This, however, is painfully untrue.

"No stretch of the imagination could call its route direct or its gait a run. It meanders through the green fields here and there with a luxurious indefiniteness. Now and then it stops for the conductor to discuss the crops or the weather with the rustics. As it climbs the high hills it pants ominously. After a while it gives unquestionable indications of weakening. Finally, in much labor and travail, it ends, through sheer exhaustion, not far from the main street of the village."

This description still holds true of the Shepaug. The crookedest railroad east of California, it wanders 32.16 miles to cover 17.82 airline miles. Estimates of the number of curves vary from 147 to 200; it depends on whether you count the little jogs in a long curve. Edward Seeley, Roxbury farmer, recalls a trip he took in his youth: "I went to Holland to bring back some cattle. I crossed the ocean twice and I never got seasick until I came up on the Shepaug."

Be that as it may, the Shepaug attracts one of the most experienced crews on the New Haven Road, with four of its members nudging retirement. Ralph Spalding, the flagman, and Henry R. Johnson, brakeman, are both number 1 men on the division seniority list, and according to railroad procedure, could claim any run on the division. The conductor, Frank J. Herbst, is number 2 man on his list, and the engineer, Robert Baird, is close to the top. The fifth member of the crew, Fireman Joe Wood, is a young man awaiting his graduation to the engineer's seat. The four senior members have been together, on and off, for forty years, and they picked the Shepaug run because they love it.

"It's the prettiest country around," says Conductor Herbst to the occasional passenger in the caboose. The ever-changing scenery is a source of constant amazement to him, and he enthusiastically points out the landmarks as the freight rattles its hocks down the narrow valley. "See plenty of deer here in the winter. They come down to the river to drink. Trout in there a foot long. See those cattle. Hundreds of them, all Swiss cattle. Some millionaire owns them. Pretty soon we'll

Veteran crew of the Shepaug local: Conductor Johnson, Flagman Spaulding, Conductor Herbst, Fireman Wood and Engineer Baird

Below: Filling the water tank at Washington. Water is taken on at both stops so crew can keep fire in boiler in case of breakdown

All hands turn the 372 at Litchfield *above*; and *below*, bucking through the hills of Washington with a rattle and screech

be coming to the falls in Roxbury. Get up in the hayloft on the left side. The engineer will slow down about there. And hold on. You never know when he'll put her in a big hole." On the Shepaug to put her in a big hole usually means a cow on the track. The old engine hit a wash-out in Bantam in January and jumped the track. The crew believed that it was the end for old 372, but she's back chugging up the valley three times a week.

Sometimes she doesn't pull the grades in Roxbury or Bantam. The crew patiently backs up the train and tries again, sometimes cutting off a few cars and returning to pick them up later. At each station, they greet old friends, Yankee humor crossing swords with the gusty railroad lingo. Joe Callahan, retired New Haven employe, appears at Roxbury to act as flagman at the crossing, and at Litchfield the crew often talks over old times with Eugene Meramble and Frank Foster, retired Shepaug employes.

As much as the towns along the route value the road sentimentally, in terms of dollars their appraisal is realistic. Total assessment on land and building in the five towns is less than $50,000, and the right-of-way is given no value whatsoever for tax purposes.

The parent railroad, however grateful for a light tax burden, objects loudly to the lack of revenue and the discouraging prospects of any increase in business.

Charles Caley, assistant to the vice-president of the New Haven Road, testified at a preliminary hearing on the petition to abandon operations that the revenue last year from the line was $58,746, and operating expenses, $56,315. "The road can't be operated on any such return as that," he declared. The line should spend $55,000 next year for new rail on curves and also to recondition the trestle over the Housatonic. In contrast to the fifty men employed when the road opened, the line now is operated by fourteen men: Six on the track repair crew, three station agents and the five crewmen, who work on the Shepaug only three days a week.

Photo from W. A. Lucas, 56 Tuxedo Ave., Hawthorne, N. J.

Rogers turned out the Shepaug Valley's Number 3, a 4-4-0 with a definitely decorated top-side

Sod Huts and the Santa Fe

By GEORGE W. BOLDS

Pioneers from Ohio, Indiana and Missouri followed the iron trail into Kansas

DEAR GANG: While you're setting in the shanty, eating out of a well-filled lunch pail and swapping yarns and experiences, did you ever think what a hell of a time the early-day pioneers went through to make the country so you'd have these privileges? They fought Indians, droughts, floods, wild animals and all kinds of diseases. At times they almost starved; but they had the grit to win, or you'd not be here now, well and happy.

Were you ever caught without water on the plains where it seldom rained? You found some water in a cow track in a sink and drank it, and then you waited for hours for more to run in. Being half-starved and with only one small biscuit in your pocket, you took only one bite and placed the rest back in your pocket so you could have some for the next day. You think maybe I'm crazy; but I've been there and I know.

Back yonder, about seventy-five years ago, the Atchison, Topeka & Santa Fe was granted a vast amount of land for continuing its line through western Kansas and on to Colorado. They wanted to colonize this country and were worrying how to proceed since it was barren land, inhabited by wild animals and roving bands of Indians. They wondered how in hell settlers could live in such a place if they should come.

In 1878 a large colony did come from Syracuse, New York, searching for new

homes. They selected territory in the western part of the state near the Santa Fe and called it "The Syracuse Colony." The AT&SF officials were elated; they were hoping the newcomers would make out well as farmers. The first year they were very successful; everything they planted grew. However, the following year was less profitable; and twelve months later, hot winds dried up the major part of their crops. What was left the grasshoppers covered and consumed.

Broke and disheartened, the colony decided to leave. The Santa Fe hauled them east to Strong City free and then located them on lands more suitable for farming. A few remained on their claims, later founding the town of Syracuse. This is now the seat of Hamilton County.

Santa Fe officials worried over the colonization of this section until 1884, when the western third of Kansas was opened for settlement. At this time the United States Land Office was opened at Garden City to accommodate the new arrivals, and the brass hats figured this scheme was an answer to their prayers. Immediately they launched a widespread advertising campaign, telling the people how they could secure 160 acres of fine land merely by living on it for five years and making certain improvements. Some came but not in the numbers they expected. Once again the Santa Fe feared a second failure like the Syracuse Colony.

As a last resort officials sent out colonization agents to towns in Missouri, Illinois, Indiana, Ohio and other eastern states to tell people in glowing terms of the big opportunity they were missing by not moving to the wide-open spaces of western Kansas. They drummed up interest by holding meetings in small towns throughout the region, and finally the fever was spread. Many packed and got ready to head west to the promised land.

Dodge City was a-straddle the hundredth meridian. All territory west of Dodge was opened for settlement except that portion allotted to the Santa Fe for construction of its roadbed, and they put up much of their lands for sale. Soon you could see covered wagons winding westward through Dodge by the hundreds and all trains west from Kansas City were jammed with families bound for Garden City and its land office to file on claims.

ONE colonization agent stopped off at a small town in Ohio—I think Salem was the place—to visit an old acquaintance. When the people heard of his visit, they seemed so wild to go west, he was afraid if they tried and failed, he might have to drift off to South Africa or some other remote spot. The agent warned them that anyone making the venture should take at least five hundred dollars, besides a great number of necessary staples to live on while improving the land. This was a damper to many.

Yet there were twenty determined to go. Some were single, others married; but there were no children. The agent wired the land office to hold twenty tracts as near together as possible, for the colony was coming west to file on them. The older generation tried arguing: they would starve; they'd better stay home where they could eat regular; if they did go, they'd soon be wanting to return. But their warnings failed. The young people wanted to be pioneers, so they continued their preparations for the trip.

The agent provided a list of necessities. Included were eight horses and wagons. Santa Fe cars were loaded with provisions and some men went along to care for the horses. The remainder of the group followed a few days later by train. Since a colony had to be united to be successful, the members selected a young fellow, Bill English, as leader. They agreed to abide by his decisions from that moment on. Arriving at Garden City, they discovered that the town was full of people. Everyone seemed in a hurry there, and the town itself was much larger than they expected to find in that pioneer country.

The agent directed them to the land office where each applied for 160 acres of land, paying the usual fee of fourteen dol-

lars to receive a certificate to that effect. Then Bill English hired a locator to pilot them to their claims. And once they had put foot on their own land some of the men began unloading the railcars, even though they had no place to store the goods. This did not daunt them, however. The settlers just piled their stocks round about the prairie, where they intended building their houses.

Bill English turned up with a fellow who had a sod cutter and was an expert in the erection of sod houses. The men pitched in and every second day a sod house was completed, requiring lumber only for door and window frames, and as supports for the sod roof. Meanwhile, two wagons crowded with barrels were kept busy hauling water from the Arkansas River nine miles off, to supply the colony until they could dig wells.

Within a short time twenty sod houses dotted the plains. All had wells, and each family was settled in its new home for five years, that was if all went well. The crops they planted thrived and the farmers were more than pleased with their venture. Writing home to their people, they told of the wealth of the region and advised them to leave Ohio and come west.

One fellow in the new settlement received a letter from his father which might have put a damper on his enthusiasm. "Quit crowing," warned his old man. "You've four more years to go and I'm saving my money to help you come back. I know 'cause I was a pioneer once myself. But I had no one to help me when I needed it as bad as you will later."

Turning a deaf ear to these predictions, the pioneers began gathering up buffalo bones from the plains, which they sold in Garden City at five dollars per ton. Yet it took a lot of bones to weigh a ton. Still they carted home the buffalo chips to stack against their houses for home consumption as winter fuel. Everything seemed prosperous for the twenty.

The first real hardship they encountered was the winter of 1886. The blizzard drove them in their sod houses and held them there. It was such severe weather that as many as three families pooled their fuel, food and clothing and collected in one house in order to stretch their supplies out until Spring. This was the only way to escape freezing to death. Coal was not be had, and the buffalo chips they'd gathered in the Fall proved a lifesaver.

THE SECOND year was harder. Some of the men tried to find jobs on the Santa Fe, but there were few to be had. They did manage a contract to plow fire guards for twenty miles along the right-of-way east and west of Garden City, protecting both sides of the track; yet between twenty families, this work didn't last long.

The following year all crops were ruined by the hot winds. The colony met to talk things over, the main topic being to devise some way to stick it out. One settler agreed to sell his team and wagon and take the price in second-grade flour, which he'd divide among them. The fellow did this, but living merely on flour was monotonous. The game was gone except for the jack rabbits that had not been killed. Yet there was no money to buy meat.

That Fall a large herd of cattle passed southward and the settlers used the remainder of their cash to buy six cows which were unable to keep up with the drive. They killed them for meat when needed; but in spite of their attempts to last the Winter, gradually, the meat disappeared leaving nothing but the second-grade flour. It was then Bill English set out hunting in earnest. He had brought his old hound dog west with him and he determined to catch jack rabbits enough to provide meat for the twenty families. For some time Bill did pretty well. He supplied one jack rabbit for three families every third day.

Eventually, even this game grew scarce. Bill had to travel several miles a day to find any and during his last hunting days, he seldom got one or two. Divided among twenty, the portion was small and the distances grew longer. Bill's dog was a good one, but couldn't stand the pace with

nothing to eat. The animal died and Bill buried him near his cabin.

Many colonies and settlers were in the same condition. Some received help from friends back home and the Santa Fe advertised that they would haul free all help sent to western Kansas. Word traveled eastward so that in time this news reached Bill English's hometown. Letters sent to the former townsmen were not answered, and the people became alarmed. Then they read the press notice of the Santa Fe: "All provisions and help to the needy settlers in western Kansas will be hauled free by the AT&SF."

Without further delay, the hometown folks held a meeting. They went the limit with their help. Loading a freight car with twenty barrels of flour, ten barrels of salt pork, forty sacks of potatoes, five barrels of corn meal, five 50-pound cans of lard, a barrel of salt, crates of cured hams and apples, fifty pounds of coffee, one barrel of sugar and many other things which had been stored in their cellars, they chose a young fellow, Jim Corbon, to go west and relieve the colony. Empty spaces in the car were filled with all kinds of clothing, since they had a pretty good idea of the sizes that were needed. Then they all chipped in to give Jim a good sum of money.

When Jim arrived at Garden City he left the car on the siding and hired a man to drive him to Bill English's claim. Coming on the place, he saw no one in sight. Soon Bill appeared from behind the sod house, where he was sheltered from the hot winds. He was mightily surprised when he recognized his visitor.

"Glad to see you, Jim. When did you get in and what brought you out here?"

Before Jim could answer, Bill beckoned him into his sod house. It was the first Jim'd ever seen. He was more amazed to find it was nearly empty.

"What's happened to you, Bill?" Jim asked.

"Your skin's red as a beet and you look skinny."

"Nothing's wrong," Bill replied with a wry grin, "but the hot winds seem to dry a fellow up, then set him on fire. We're getting used to it, though. Don't mind it near as much as we did earlier."

"How are the rest of the folks getting along?"

"Fine. Wonderful country to live in. This purified air and beautiful sunsets makes you want to live forever."

"But where d'ya get provisions?"

"In town."

Jim shook his head. "Dunno, Bill, how things got mixed. But word has gone out that you fellows here on claims were starving. I brought a car filled with provisions and things the settlers would need. I'm glad to know though, that there's no poverty in the colony."

Bill was proud. Silent for a moment, he finally broke into the story. "Well, you know we got along fine last year and expected to this year. Then my dog died and it takes a dam good dog to catch a jack rabbit."

"What has the dog got to do with it?"

"Well, when none of us had anything but second-grade flour, we needed meat. My dog and I hunted jack rabbits to feed the colony. Still when you divide one jack rabbit between three families, they don't get much meat. My dog killed himself trying to keep us from starving."

"Is it really as bad as that?" Jim asked.

"Worse. We was all getting ready to give up and start back home. However, if the things you brought are for the colony, we can hold out and save our homes."

JIM was stunned. These people were his friends who had gone through these hardships to secure homes of their own.

"Can you get word to everyone to meet here tonight?" Jim said. "I want to talk to them and I'll be back soon."

Returning to town Jim ordered the driver to secure a larger wagon, since he was going to make some large purchases. He headed first to the butcher and bought a hind quarter of beef. Then he gathered up all the bread the two bakers would sell him, purchased sugar, coffee, salt and some other things he wanted. When these were loaded onto the wagon, they stopped alongside the car and took on a crate of apples, a sack of potatoes and a crate of cabbage, before heading for Bill's claim.

When they arrived, the whole company had assembled. Jim barely managed to keep face when he saw the condition they were in. The women had been burned as red as Indians by the hot blasts; the men looked starved. If he had not expected to meet them, he would never have recognized any of them.

Jim told them what he had in the wagon and got them started making preparations for a feast. The apples, cabbage, and potatoes were a godsend since they'd not had anything fresh to eat for some time. When they were finished—their first real feed in months—Jim took the floor.

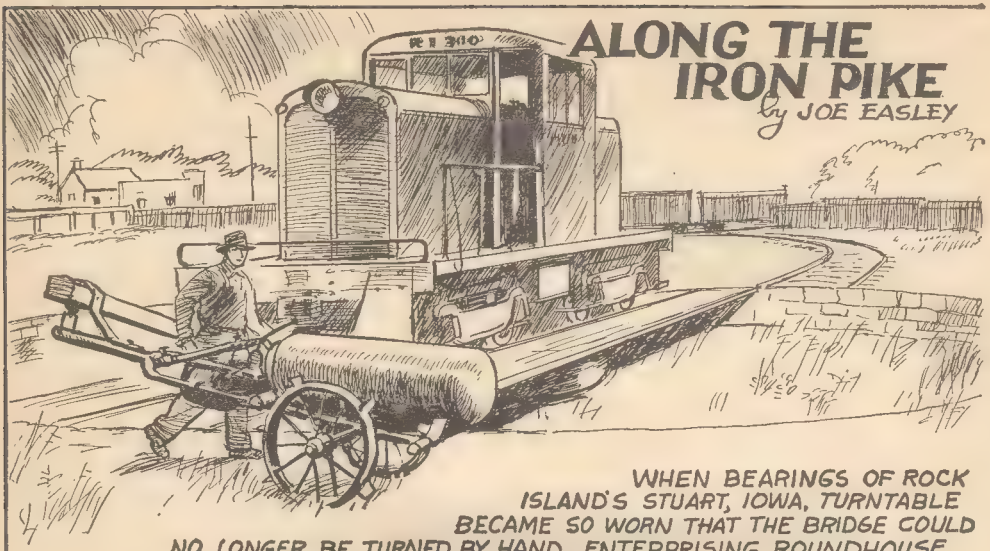
"I'm going to give some orders now," he told them, "but it'll be for your own good. I want all you men here in the morning to start building a small sod house for a store room. I'll send you lumber from town for doors and windows and some extra for shelves. I've a freight car there loaded with all the necessary provisions. We'll place them in the new house and let Bill distribute them as needed, since he's your leader. I'd like all you women to come here in the morning, too, for I've a number of boxes of clothing from your folks back home."

Several days later the store room was completed and the supplies from Ohio arranged on the shelves. All gaped in wonder, then cheered. They had another chance to stay and be real pioneers. During the next twelve months they raised all kinds of crops and seldom drew on the store room. Homes and living conditions were improved and once again they were a happy colony.

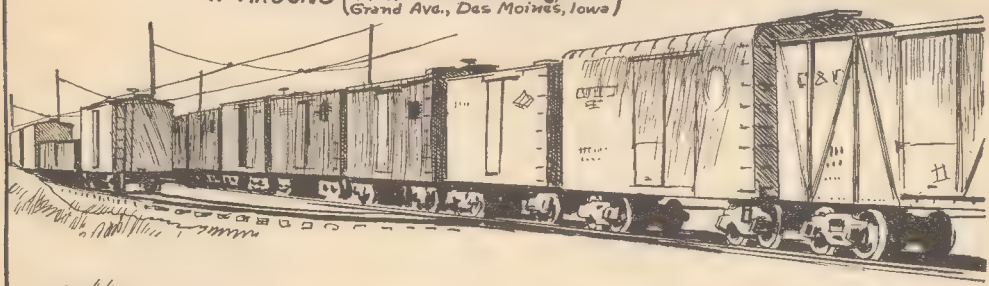
No one in the Kansas "Ohio" colony ever forgot the kindness of the people back home in helping them when they needed aid badly. Neither did they forgot Bill's dog who gave his life to feed the colony until help rolled in over the Santa Fe.

ALONG THE IRON PIKE

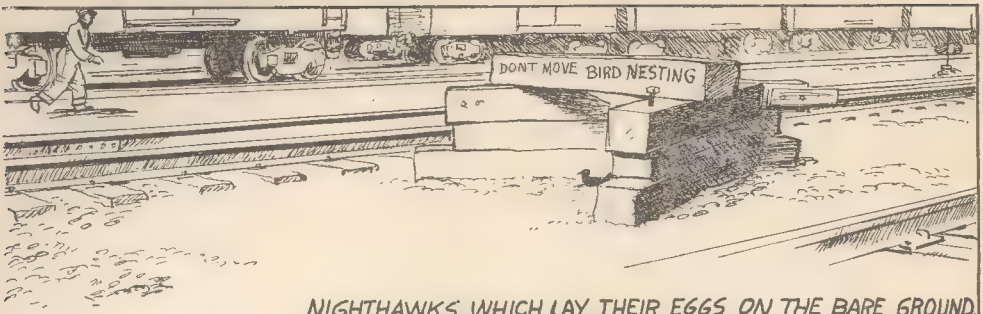
by JOE EASLEY



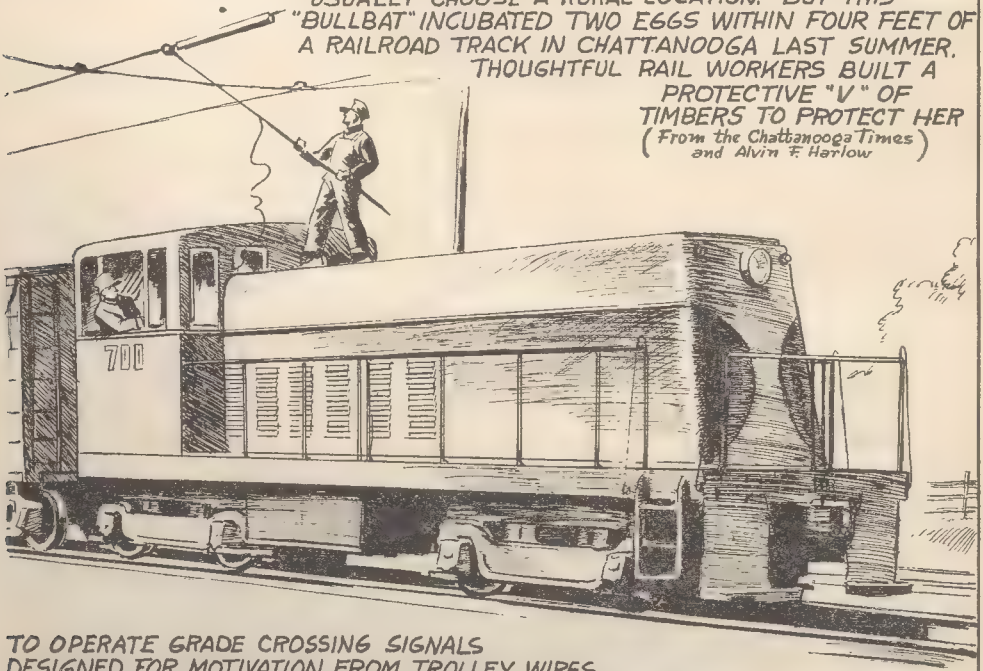
WHEN BEARINGS OF ROCK ISLAND'S STUART, IOWA, TURNTABLE BECAME SO WORN THAT THE BRIDGE COULD NO LONGER BE TURNED BY HAND, ENTERPRISING ROUNDHOUSE FOREMAN DALE BUILT A COMPRESSED AIR "MULE" TO PULL IT AROUND (From James W. Hadding, 5611 Grand Ave., Des Moines, Iowa)



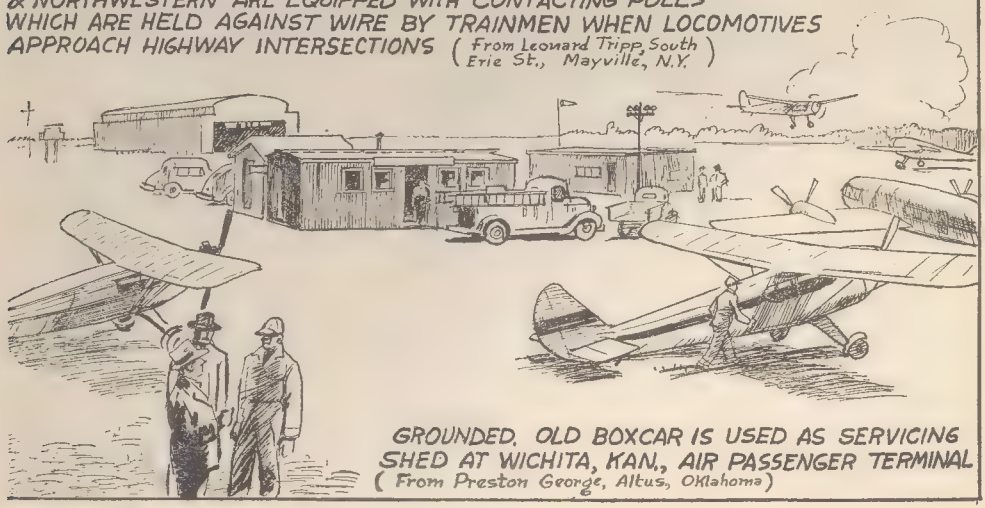
CHICAGO & NORTH-WESTERN SHOPS STOPPED WORK ON CLASS H ENGINES RECENTLY JUST LONG ENOUGH TO GIVE THE **PIONEER** AN OVERHAULING. THE 10-TON 4-2-0, WHICH WILL CELEBRATE THE CENTENNIAL OF HER FIRST RUN OVER THE GALENA & CHICAGO UNION RAILROAD ON OCTOBER 25TH, IS SHOWN LEAVING THE MUSEUM OF SCIENCE AND INDUSTRY (From C.E. Clutter, 590 Front St., Warren, O.)



NIGHTHAWKS, WHICH LAY THEIR EGGS ON THE BARE GROUND, USUALLY CHOOSE A RURAL LOCATION. BUT THIS "BULLBAT" INCUBATED TWO EGGS WITHIN FOUR FEET OF A RAILROAD TRACK IN CHATTANOOGA LAST SUMMER. THOUGHTFUL RAIL WORKERS BUILT A PROTECTIVE "V" OF TIMBERS TO PROTECT HER
(From the Chattanooga Times and Alvin F. Harlow)



TO OPERATE GRADE CROSSING SIGNALS DESIGNED FOR MOTIVATION FROM TROLLEY WIRES, DIESEL FREIGHT LOCOMOTIVES OF THE JAMESTOWN, WESTFIELD & NORTHWESTERN ARE EQUIPPED WITH CONTACTING POLES WHICH ARE HELD AGAINST WIRE BY TRAINMEN WHEN LOCOMOTIVES APPROACH HIGHWAY INTERSECTIONS (From Leonard Tripp, South Erie St., Mayville, N.Y.)



GROUNDED, OLD BOXCAR IS USED AS SERVICING SHED AT WICHITA, KAN., AIR PASSENGER TERMINAL
(From Preston George, Altus, Oklahoma)

Short Wave Radio On the Katy

By CHARLES J. KNAPP

"NUMBER 1001 . . . . . calling 1001 . . . . . Number 1001 come in please."

"Number 1001 coming in. What are the orders?"

"Pickup at Coca-Cola plant. Full load. Pick up and bring in."

"Okay. Pickup at Coca-Cola."

To a radio fan, tuning in on short wave frequency of 159.93 megacycles, the above conversation might denote a series of police calls and answers, but this does not hold true in Dallas.

For in Dallas the Missouri-Kansas-Texas Railroad has in service seven switch engines, each equipped with short wave radio, and each subject to control from the home, or "fixed", station.

The two-way radio control, long an ambition of railroad operating departments, became an actual working factor on the Katy at 7 o'clock Monday morning, July 28th —the first installation of its kind in the Southwest.

Using Bendix very high frequency FM (frequency modulation) equipment, the radio facilities were installed by Ralph Johnson, Katy telegraph and telephone supervisor, and T. J. Beery, road electrician, under the direct supervision of Herman Krattiger, superintendent of communications. The radio system, which enables the yard office to stay in direct communication with all switching locomotives and crews at all times, consists of three major installations—the control, or

Slave station located on the front end of a Katy Diesel, one unit of the short-wave system installed July 28th. Note the use of the weatherproof foot switch as heavy-duty hand control

Calling all switchers. Ralph Johnson, T&T supervisor, and Communications Superintendent Herman Krattiger listen in as the yard office issues orders; the message is heard in all cabs

fixed station; the yard office sending and receiving unit; and the locomotive unit. The latter, installed in the locomotive cab, consists of loud speaker and microphone unit, with a "slave station" mounted in connection on the front of the locomotive.

The fixed station in Dallas is housed in the elevator penthouse atop the Katy Building. This consists of three units—the control unit; transmitter-receiver (Bendix MRT-1B communications) unit; and a rectifier-filter type power supply unit. Each is housed in a metal, shock-proof box, and the set is supported by a frame designed and built by Johnson and Beery. As it may become necessary to move the elevator equipment for maintenance, the frame was designed so it could be moved out of the way without disconnecting the radio equipment. This equipment is controlled from the general yard office over a single pair of wires.

The control unit, operating from alternating current, consists of a loud speaker and microphone, and controls the entire system. Here an operator can send or receive messages in either two radio frequency channels. (Only one channel is

Johnson checks the master set, housed in an elevator penthouse in Dallas

Biconical voice-box. Non-directional antenna towers above Dallas, 114½ feet above street level; it easily emits radio waves to an area 15 miles via air line

Right: **A Bendix engineer and the Katy super inspect the motor-generator set, connected to the radio unit via heavy cable. Wagon-wheel antenna at rear extends 20 inches above cab roof**

used for switching operations, the second channel being reserved for operations of road trains when these trains are equipped with radio control in the future.) The transmitter-receiver unit and the power-supply unit are below the control unit, easily accessible for maintenance or adjustment.

Messages are received and transmitted by means of a biconical non-directional antenna mounted on the roof of the Katy Building. Although the antenna itself was purchased from the Bendix Corporation, the mast supporting it was designed, constructed and installed by Johnson and Beery. This was accomplished by using a length of three-inch pipe, ten feet long. This is mounted on a pipe flange which is bolted to the roof. Two pieces of three-inch angle iron, bolted to the mast and roof, serve as braces. The antenna will withstand any abnormal wind or weather conditions which may occur, Krattiger pointed out.

The antenna, of latest design, is termed a "non-directional" unit because it sends radio waves in all directions at the same time. Towering 114½ feet above Dallas street level, the broadcasting unit is capable of sending messages up to fifteen miles air line. This distance completely covers the Dallas switching area, and enables the yardmaster to keep in touch with switching engines throughout the sphere of operations. In actual operation, solid communication has been maintained between the yard office and a locomotive for as far as twenty-five miles, and to date no dead spots have been uncovered in the terminal area.

The fixed station, or master set, is connected by telephone wire to a remote station installed in the yardmaster's office. Although signals are emitted from the fixed station atop the Katy Building, actual orders and control of switch engines is conducted from the yard office. Here a compact Bendix remote-control unit, no larger than the normal table-top home radio, gives the yardmaster complete control of all switching engines. With a flick of the switch, he can talk or listen to

any or all of the locomotive crews on duty, regardless of their location in the switching area.

Installations on the locomotives make it possible for him to contact either the switching crew foreman or the engineer on any locomotive. In the cab of each switcher is a small set, capable of tuning in or transmitting on either of the two radio channels. A hand microphone enables the engineer to talk over the set without leaving his seat at the locomotive controls—an added safety factor which means much in railroad switching.

At the front of the locomotive is located a second radio unit—the slave station mentioned above. Here the foreman or crew members can hear all instructions coming from the yard office, not only to their locomotive, but to all other switchers at work. This is, in itself, another safety factor, as each crew, through these facilities, knows at all times the area in which other switching locomotives are working, and, when passing through these areas, they can be on the alert for other crews. This eliminates the possibility of minor collisions or working interference between locomotives in switching areas.

On the locomotives, regulated motor-generator units are employed to provide the correct operating voltages from the 110-volt D. C. power available on the engines. To keep the length of cables at a minimum, the communications unit and its waterproof housing are mounted at the front edge of engine cabs by bolting and welding a pipe flange to the cab roofs. The antennae are raised well above the cab roofs by means of a twenty-inch length of two-inch pipe. This increased antenna height adds to the useful communications range.

The cab radio-control unit is mounted on the front wall of the cab directly in front of the engine controls. The loudspeaker is located directly above the control unit, while the dynamic hand microphone is hung in a rubber hanger near the control box. (Standard rubber microphone cable is now used to connect the microphone to the control box, but will be replaced by rubber covered curl-up cord as the standard cable has proven rather stiff.

At the head end of the locomotive, fastened to the framework supporting the ventilator screen is a Bendix type MS-132A talk-back remote control unit which permits loudspeaker inter-communication between the head end and the cab as well as control of the locomotive's radio equipment.

Testing for clearances. Krattiger, aboard the cab for a tryout of the sending-receiving apparatus, talks through the hand microphone

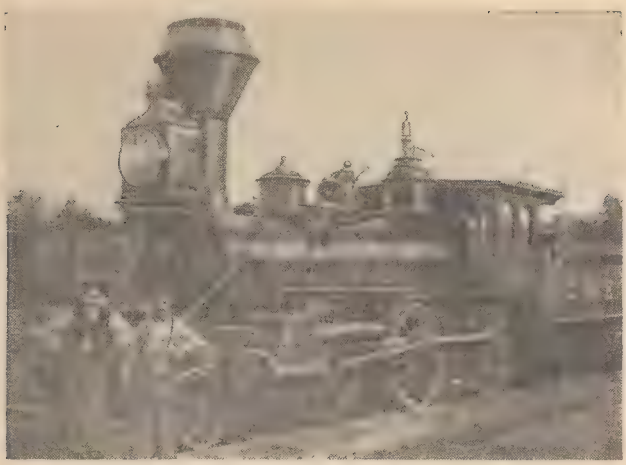
At about head level, a weatherproof loudspeaker faces forward and below it is a water-tight foot switch which is used as a rugged hand-operated push-to-talk button.

Wiring from the head end to the locomotive cab is run through conduit under the locomotive. Conduit is also used to run cabling from the cab control unit to the communications unit wherever exposed to the elements. Inside the engine compartment, the cabling is laced and glyptalled. The motor-generator set is mounted on top of the locomotive just ahead of the communications unit and is connected to the radio unit through a heavy rubber-covered cable with a detachable plug at the motor-generator end. As the antenna is located very close to the communications unit, the coaxial cable is very short, resulting in negligible transmission loss.

Primary power for the radio equipment is derived from the locomotive batteries. This power is taken from the cold side of the master switch so that the radio equipment cannot be turned on when this switch is open. An extra switch box and fuses were inserted in the input power line for added safety and convenience.

As the communications unit at the fixed station operates on the same frequency and is identical to those used on the locomotives, they may be interchanged. This permits easier maintenance and minimizes spare parts stock. The Bendix MRT-1B communications unit consists of a phase modulated transmitter and receiver built on a single chassis. Power output is rated at 15 watts and receiver sensitivity is better than one microvolt for 20 decibels noise quieting. Frequency deviation is plus and minus 15 kilocycles and frequency stability tops 0.005 percent.

The radio control has already proven itself in the Dallas area. President Donald V. Fraser has indicated that other yards on the system will be equipped in the near future.



INFORMATION BOOTH

Each month the Lantern Department prints answers to rail questions of general interest, submitted by our readers. We do not send replies by mail.

1

DESCRIBE the projected New Orleans Union Station.

The new passenger terminal and its approach are to be located just west of the present Illinois Central station on property now occupied by that road and the Louisiana & Arkansas. It will replace the five separate passenger stations, which together are used by approximately twenty-nine scheduled passenger trains daily each way. All nine of the passenger-carrying roads of the city will use the station, namely: the Southern; Louisiana & Arkansas-Kansas City Southern; Missouri Pacific; Louisville & Nashville; Illinois Central; Southern Pacific (Texas & New Orleans); Gulf, Mobile & Ohio; Texas & Pacific-Missouri Pacific Terminal; and Texas & Pacific. The plan calls for a stub-end terminal containing twelve tracks, facing a large plaza with new approach highways from various parts of the city. The new station is to be built by the city New Orleans under the direction of the New Orleans Union Passenger Terminal Committee. The city's representation on this committee is vested in the New Orleans Public Belt Railroad Commission, which currently operates an extensive belt line along the water front and a rail-highway bridge over the Mississippi. Voting interest on the committee is to be divided among the carriers.

Top of page. Far cry from the ***Whippoorwill's*** Diesel, ***page 10-11***, is this little Hinkley Mogul, built in 1874 for the Chicago, Danville & Vincennes, which later became the Chicago & Eastern Illinois

Photo from Willard B. Egan, San Bernardino, Calif.

No waste space. New CPR boxcar *right* carries its weight in advertising, as Vice-President Manson points out to Engineer Billings. Fifty sloganed boxcars recently made their first run out of Montreal's Sortin Yards

Courtesy Canadian Pacific

Courtesy of Georgia, Ashburn, Sylvester & Camilla Railroad

C. W. Jackson. Number 100 on the GAS&C roster, is the Georgia shortline's sole motive power unit. Built by Baldwin in 1930, the Mikado has a t.e. rating of 30,700 pounds

The major improvement, in addition to the station, will be the construction of twenty-four street-railroad grade crossing separations. The idea of a new union station actually stems from the need of eliminating the city's many dangerous grade crossings. Under the present track layout between fifty and sixty separations would be necessary. A novel feature of the project is that the railroads will not be required to foot the whole bill, twenty-seven million of which will be paid by revenue and city bonds.

2

PLEASE print a history of the Georgia, Ashburn, Sylvester & Camilla Railway.

Incorporated under Georgia laws on May 9, 1922, the GAS&C is a portion of the former Hawkinsville & Florida Southern Railway, which was purchased by the present owners at receiver's sale. The H&FS was incorporated May 26, 1896, and on August 1, 1913, purchased the property of the Gulf Line Railway. Controlled by the Georgia Southern & Florida Railway, through ownership of the entire capital stock, the Hawkinsville & Florida Southern was placed in receivership on July 17, 1920. All passenger service was discontinued on November 15, 1921, and all remaining service ceased on November 22nd. The southern end of the company's road extending from Ashburn to Camilla, was sold at receiver's sale on May 9, 1922 for the price of $125,000. The other part of the road from Ashburn to Hawkinsville, forty-five miles, was not sold, as there was no bid. The 50-mile line of the Georgia, Ashburn, Sylvester & Camilla, between Camilla and Ashburn, began operating on June 1, 1922. In addition, there are over 8½ miles of sidings. Track is laid with 56- and 70-pound rail. Equipment consists of one locomotive and thirteen freight cars.

3

FURNISH data on the Chesapeake & Ohio's Mountain Sub-Division road-straightening project.

A series of curves, tunnels and heavy grades on the 112-mile stretch of C&O main extending westward from North Mountain, Virginia, to Lowell, West Virginia, seriously handicapped operations for many years. Over 2½ years ago an extensive road-straightening project was undertaken along this section of right-of-way, to permit mile-a-minute speeds. Improvements have been made at eleven different points at a cost of several million dollars and upon completion, every bad curve and grade on this stretch will have been wiped out.

The project involves a total reduction of fourteen miles of curves and grades and removal of 2½-million cubic yards of earth. One of the largest single improvements is the tunnel, bored 2806 feet through solid rock at Fort Spring, West

Virginia. Now the longest double-track tunnel on the C&O, it shortens the main line by 3600 feet. This change alone is expected to result in a saving of 80-thousand dollars annually in operating expenses. Begun early in 1946, the tunnel is thirty-two feet wide and has a maximum height of twenty-six feet, seven inches above the top of the rail. The completed tunnel is lined with an 18-inch thickness of concrete. Entrances to the Fort Spring have been faced with concrete in a stepped design, trimmed with fluted panels and marked with the name and date of construction.

Courtesy of Tracks Magazine

C&O's longest double-tracked tunnel, the Fort Spring bore in West Virginia measures 2806 feet through solid rock. Track relocation will slice 3600 feet off the main line

The entire improvement, including relocation of tracks beyond the tunnel, approximates one mile. Near the other end of the Mountain Sub-Division is the longest improvement, a 4½-mile track relocation between Augusta Springs and North Mountain, Virginia. Immediately west of the summit of road grades, this project eliminates a series of seventeen curves, varying from three to nearly seven degrees, which has restricted speed of westbound trains after they have crossed the summit. The relocated track will have eight line curves, ranging from two to about three degrees. A 1½-mile track relocation near Griffith, Virginia, bypasses the 368-foot Colemans Tunnel and reduces two curves.

Involved in this change is the construction of two bridges across Cow Pasture River, one 293 and the other 300 feet long. Another curve reduction about eight miles east of Griffith eliminates the 323-foot, single track Masons Tunnel. At Thorny, and at Millboro, Virginia, bad curves are reduced and on the same stretch of mainline, near Brattons Bridge, a two-mile improvement completed in 1945 eliminates six curves varying from four to six degrees, twenty minutes, and substitutes one 3-degree and two 2-degree curves. Reduction of a 5-degree, sixteen-minute curve at Goshen, Virginia, was accomplished by substituting a 3-degree curve and constructing a new, 400-foot bridge across the Great Calf Pasture River. Further curve reductions are made near Craigsville, Virginia. This project is part of the C&O's overall improvement program to streamline its mainline service.

On December 10, 1947, C&O placed orders with the Lima Hamilton Corpora-

UNION PACIFIC
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tion for fifteen heavy duty type 2-6-6-6-articulated locomotives. Delivery is scheduled for next July. This makes a total of fifty-five coal-burning locomotives ordered by the C&O during last year.

4

PLEASE list items in Union Pacific's equipment order of last November.

The order included 181 Diesel locomotive units and 1900 hopper and gondola cars, totaling thirty-four million dollars. From Electro-Motive the UP has ordered eighty 1500 hp. freight locomotive units; twenty 1000 hp. switchers; and twelve 1500 hp. passenger engines. From Alco Union Pacific is purchasing forty 1500 hp. freight motors; fifteen 1500 hp. Diesel road switchers; and eight 2000 hp. passenger engines. From Fairbanks-Morse one 2000 hp. heavy-duty locomotive has been ordered, and from Baldwin, five 1000 hp. switchers. These locomotives, costing 26 million, will boost to 535 the UP's Diesel fleet and give it a total of 750,000 Diesel horsepower. The 8-million dollar order for rolling stock represents 400 ACF-built 70-ton gondolas and 1500 Pressed Steel Car 70-ton hoppers. This new equipment will constitute an important part of the Union Pacific's 200-million dollar second-rebuilding program, the biggest undertaken since the Harriman regime.

5

WHO will build the hundred 1000-hp. Diesel switchers the Baltimore & Ohio recently ordered? Where will they operate?

Forty will be built by GM's Electro-Motive Division, twenty-five each by

Union Pacific comes back for more—Diesels. Success of units like the General Motors F-3 *opposite page* and Alco's 3000-hp. freighter *left* is proved by UP's 1947 all-Diesel power order: 181 locomotives from General Motors, Alco, Baldwin and Fairbanks-Morse

Baldwin and Alco, and ten by Fairbanks-Morse. The new equipment will enable the B&O to completely Dieselize its Cincinnati, Warren, and Youngstown, Ohio, and Pittsburgh terminals.

Deliveries are scheduled to begin during the third quarter of 1948 and to be completed before the close of the year. Two other big coal roads, the Reading and the Western Maryland, both neighbors and closely associated with the B&O, have also ordered Diesel equipment. The World's Largest Anthracite Carrier has asked for six 6000-hp. Diesel freight locomotives, three from Electro-Motive and three from Alco, the latter its first road oil-burners from the Schenectady firm. Western Maryland has ordered two 1500-hp. road-switching locomotives from Baldwin.

6

NAME the largest mechanical interlocking plant in the United States.

To the best of our knowledge that distinction belongs to the Chicago & Western Indiana's State Line signal tower, near Hammond, Indiana, recently built with track circuiting to lock mechanical levers and with electrical operation of some signals.

7

IS IT true that the rate of passenger fatalities per hundred million miles of travel was substantially the same on airlines as on railroads during the years 1943-1945?

Hardly! As the AAR has pointed out, the passenger fatality rate on railroads, even including persons killed in getting on and off or falling from trains, as well as those killed in collisions, derailments and other train accidents, was 0.16 for each hundred million miles traveled in 1945. The fatality rate on scheduled domestic airlines in the same year was 2.17, or more than thirteen times as high. In the three-year period referred to, the average annual number of passenger fatalities on the railroads was 0.25 per hundred million miles traveled and the airlines 1.97, or eight times as many. In 1946, the latest year for which figures are available, the rate of passenger fatalities on airlines was seven times as high as on railroads.

8

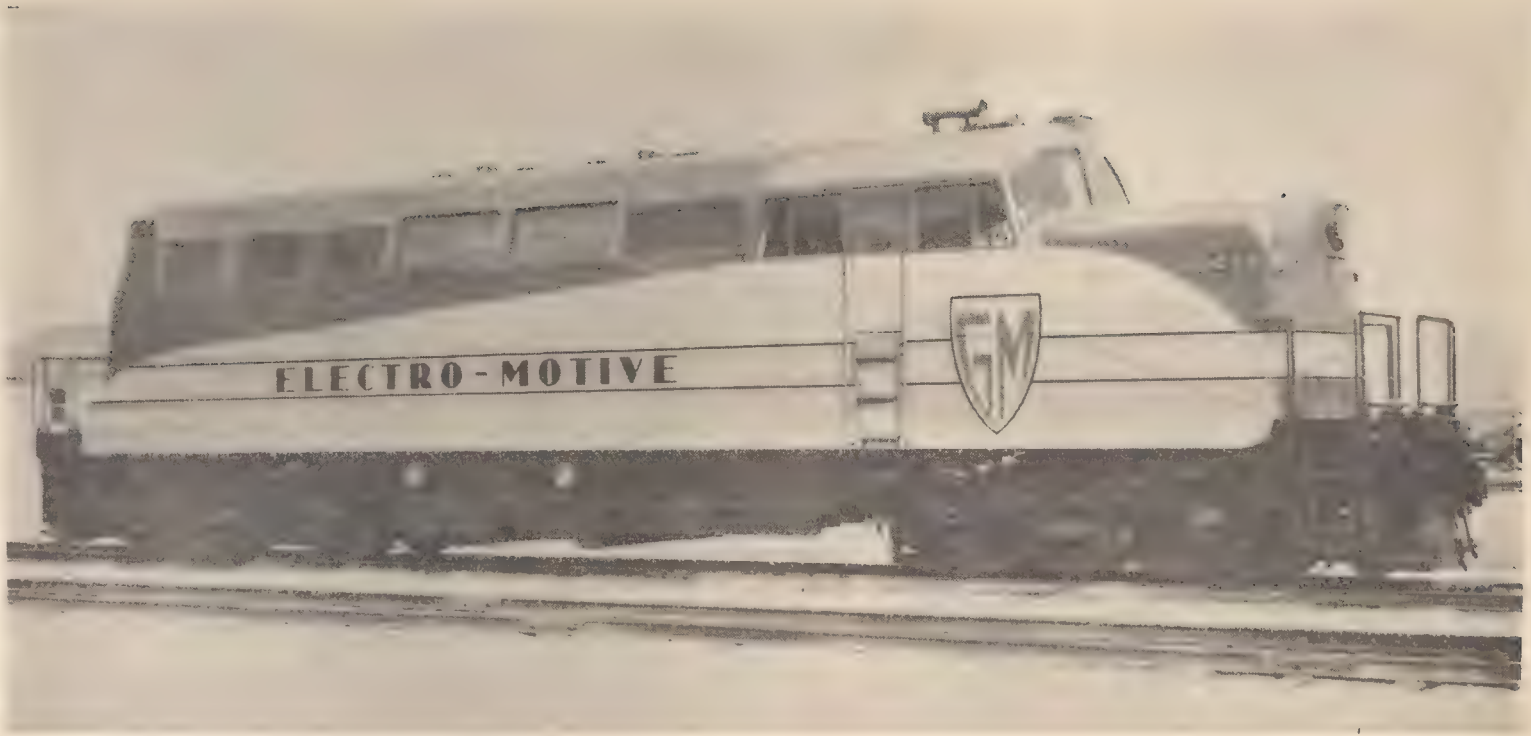
WHAT are Colonist Cars, used on Canadian railroads?

Colonist Cars are the Canadian equivalent of Tourist sleeping cars in the United States. In other words, they are open-section standard Pullman sleepers, with twelve to sixteen sections, each composed of upper and lower berth. As Tourist cars are provided on many Western passenger trains for travelers covering the longer distances who wish to economize, so Colonist cars, in a country of greater distances and longer rail runs, furnish more reasonable accommodations for day and night travel. Colonist cars derived their name from the fact that they were used by so many travelers enroute to the new frontier settlements along the western lines of the transcontinentals. Both Colonist and Tourist sleepers circulated all over the United States and Canada during the late war, being used extensively for troop transportation.

9

I READ a newspaper item last fall stating that Chesapeake & Ohio directors had authorized the purchase of forty-five new locomotives. What type of engines were ordered?

The C&O asked for fifteen more 2-6-6-6 type simple articulated locomotives, which, added to the forty-five already in service will bring that railroad's fleet of Allegheny Type engines up to sixty. Also on order are thirty heavy-duty steam switchers.



Locomotive of the Month

Electro-Motive Branch Line Diesel

Widespread use of 1000 horsepower Diesel-electric switchers with seventy-mile per hour gearing for suburban passenger service led General Motors to design the experimental 1500 horsepower unit pictured above specifically for branchline and commuter assignments. Cab contour is more pleasing to the eye, while at the same time permitting double-ended operation. Specifications while similar to those of the F-3, have not yet been made available, because the design will remain fluid, pending extensive tests on a number of railroads

Photos from the Missouri Pacific

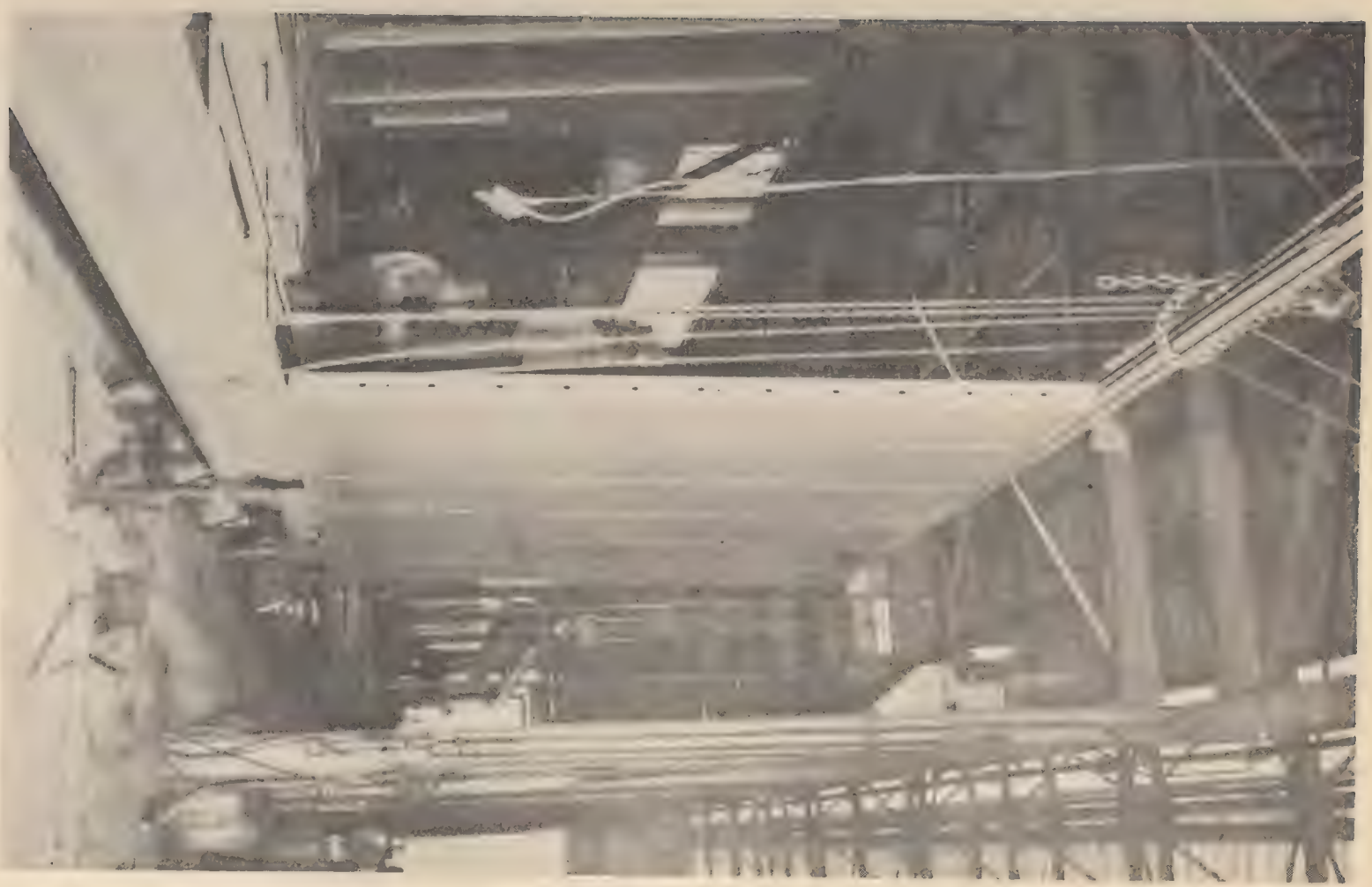
Out of the Car Shop:

De Soto's Goal: 1218 Units

TEN MONTHS after the Missouri Pacific first decided to erect a new car construction shop at De Soto, Mo., a company-built car was completed at that spot. That was last August 27th. Of course, its builders had waited neither for sides nor a roof to be fixed on their shop structure—the floor was enough; nor did they wait for the modern machines on order to arrive. They just set to work to lick the freight-car shortage in their own way.

Today, fifteen months after P. J. Neff, MP Chief Executive Officer, gave the go-ahead sign, the De Soto production chart registers over 300 cars constructed. Its goal: 1218 units, including box, hopper, gondola, pulp and refrigerator cars.

Six cars a day requires the coordinated effort of De Soto's men and machines. To keep the 700-foot assembly line moving, part of the 500 employes pre-assemble basic structures on feeder lines; *left*, workers rivet bolsters, crossties and crossbearers to the center sill of a 50-ton boxcar. Down on the main track, side frames are hoisted into place *right*. For an accurate facsimile of the finished product, *top of page*



Flying boxcar. A completed end frame ***right*** is picked up from the plant's outdoor storage racks and conveyed inside by a 10-ton traveling crane. The shop's two heavy-duty cranes operate on runways within, and 100 feet beyond each end of the 700-foot building

On location ***left***, the end frame is jockeyed into position, guided by the shouts and the guide bars of the workmen. Once at right-angles to the side frames, it is riveted to secure it

Roof sheets are applied to the steel boxcars, as construction nears completion. A superstructure fitted above the erection track puts the work gang within easy reach of operations; and in spite of the chalk-lettered warning ***DUCK*** on a rear girder, the plant offers a clear span of 35 feet beneath its roof trusses. Then the car will be painted, stenciled, and ready for the christening carload

Swaggering up to the paymaster, Elva demanded her money

Pig-Tail Operator

By M. P. BOWLES

TALK ABOUT kid operators; I figured I was getting an early start when I went brass pounding at seventeen, back in 1890. Yet I was an old man compared to my sister-in-law Elva R. Hughes. Elva was working for the Chesapeake & Ohio when she was eleven, acting as night operator at a block office called Lewis Tunnel, down in Virginia.

The young girl's eldest sister, Eula, held down the day trick at Lewis, keeping Elva in the office for company. For something to do, she taught the youngster telegraphy, then quite the womanly art; and the girl was so apt a scholar that she was soon able to burn the wires as fast, or faster, than the regular op. In those days, when a telegrapher showed up at any station asking for a job, if the chief needed a man he'd wire the stranger a pass with instruction about where to take charge. Often the chief operator would hire and fire a man, with months intervening, without ever meeting him face to face.

So when the night operator at Lewis Tunnel got loaded with Mountain Dew and flew the coop one night, Eula informed her chief that her sister could handle his job. Without much inquiry as to her age, the chief put her to work and young Eula had an older brother stay with her for protection.

The C&O ran a paycar at that time, so every payday the older sister would pick up their salaries, telling the paymaster that her sister was home asleep. Everything went along smooth as silk, until the day that Eula was unable to pick up their pay. Pretty proud of herself, Elva figured she'd draw her own mazuma. Swaggering up to the paycar with the feigned nonchalance of a forty-year-old, Elva asked for her money and her sister's also.

The paymaster gave her the once-over

from head to heels. "If your sisters want their money, kiddo," he said, "they'd better hurry right over."

So Elva told him that she was Elva R. Hughes in person. At first, the fellow seemed dubious; then as she reassured him, the paymaster asked how old she was.

"Eleven last May," blurted Elva.

That finished it. "I'm sorry youngster," he said, "but you go back to the kindergarten and I'll have the chief dispatcher relieve you at once." And for five years, that was the last of Elva's railroading.

Meanwhile I had been shifted around until finally I'd been appointed agent and operator on the C&O station at Malden, West Virginia. In spite of my enthusiasm, the job proved a jonah. I'd been there somewhat less than a year when, for some inexplicable reason, the west switch of the passing track just opposite the depot threw itself over to the siding one morning, just after the engine and eight cars of an eastbound fast freight had passed. This headed the rest of the train into the siding, they jumped the track and next thing they had started climbing the hill.

I was sitting at the telegraph table when they started to pile up. Yet when they came to a stop—moments later—I found myself about seventy-five yards out in the country, looking like a chimney sweep. I had been shot through a pile of ashes, which had been gradually dumped off the back platform of the depot.

This freight had ten carloads of the finest beeves I ever saw. Two of them were caught in the wreck, and I will tell you right now that I never again want to hear the cries of crippled stock. The conductor came up to ask if I had a gun that would put the poor creatures out of their misery. As luck would have it, I had a Winchester rifle and plenty of shells.

When the skipper finished there were seventeen dead cattle that the neighbors and myself had to haul away and bury.

Upon investigation this switch stand showed intact: the lock on the ground, the switch lever thrown for the siding and dropped in place as though done by hand. There was no one in sight that we could suspect of such an act, so your guess is good as mine. For months afterward, I had a queer feeling every time I heard a train pass.

I SUPPOSE that Malden was one of the first depots that the C&O ever built. It consisted of an office and waiting room on the east end, a large freight room in the center and our three living rooms on the west end. The house track ran close to the platform, and its west switch connected with the main line about a hundred yards west of the depot. The next track was the main track and beyond the main track was the passing track where this wreck occurred.

About five months without trouble, then the old hoodoo hit again. It was just getting dark one evening when one of our crack passenger trains, Number 2, came roaring over this house-track switch at about a mile a minute, which was fast for that time. The engine and front end of the mail car crossed safely and the next moment the switch flipped over. The rear end of the mail car headed up the house track and of course jumped the track, pulling the baggage car, smoker, chair car and tourist sleeper with it, turning them all over in the county road.

Only the rear Pullman and the engine stayed on the track, the latter coming to a halt in front of the office. The front trucks of the mail car threw the rear of the car against the west corner of the depot. It tore off the platform and part of the corner of the depot, stopping about ten feet of myself, wife and our daughter.

For a moment we thought it was an earthquake. Luckily, there was no one killed and only two slightly injured. The switch was so torn up that no one could figure what caused the wreck. Anyway the company sent its Sherlock Holmes to the scene and all he spotted was me about two-thirds pickled and about half a carload of whisky and beer bottles under the depot.

Realizing what was in the offing, I wired my resignation, coming to the conclusion that I'd enough of these ghosts throwing

switches under trains. It had shattered my nerves to the extent that a gallon of *Old Crow* could not alleviate. Three weeks later I was installed as agent and operator at Nolan, West Virginia, working for the Norfolk & Western.

On the Chesapeake & Ohio I had been accustomed to a train-order signal operated by a lever in the office, independent of the semaphores that controlled the blocking system. The N&W had a semaphore but its signal for train orders was a facsimile of a common red flag, except the flag part was a red-painted tin attached to a wooden handle. This fitted into brackets about halfway up the semaphore pole, and when the dispatcher sent a 19 or 31 order, I was supposed to shinny up this pole and display this train-order signal.

I'd been at Nolan only about two weeks when around 1:30 one afternoon the dispatcher sent me a 19 order for a westbound train. Accustomed to the C&O system, I forgot to shinny up the pole to place the signal in the proper position. Before I realized the oversight, the train was by. The order read "Extra—west will meet extra—east at Canterbury (which was west of Naugatuck) instead of Naugatuck."

Of course, there was no danger of a collision in this kind of an order but it was a dischargable offence. I grabbed my key and called Naugatuck on the message wire, telling him to ground the wire west to avoid any chance of the dispatcher hearing. Then I told Operator Dillon, what I had done and between the two of us we concocted a plan. I was to send Dillon the order and he'd make it out as though it had been sent to him originally.

Dillon highballed them down the main track, handed up the flimsy and neither the dispatcher nor the train crew ever knew but that the message had been put out at Naugatuck. But it was a narrow escape. Never again did I forget the train-order signal or Dillon.

Soon after that, I sent for my wife who was next to the oldest of the Hughes sisters, and Elva who had grown up from eleven to a beautiful blond of sixteen. The chief dispatcher put them both to work, and we drifted along for about two years.

A young physician grabbed Elva off the railroad list, they married and are now living in Huntington, West Virginia. But the whole Hughes family were railroaders. My father-in-law was pumper, my three brothers-in-law, enginemen, and the five girls, including my wife, were operators.

All the girls except Elva married operators and dispatchers. Even my mother-in-law, who heard so much rattle and clatter of telegraph instruments around her, got so she could send and receive real well but never worked at it. After leaving the N&W, my wife and I drifted to Chicago, hired out on the Santa Fe working in numerous places from Kansas to Richmond, California. There I retired in December, 1937, to live the life of Riley on my life savings and pension, remembering the grand old days, and the talking key, in out of the way places.

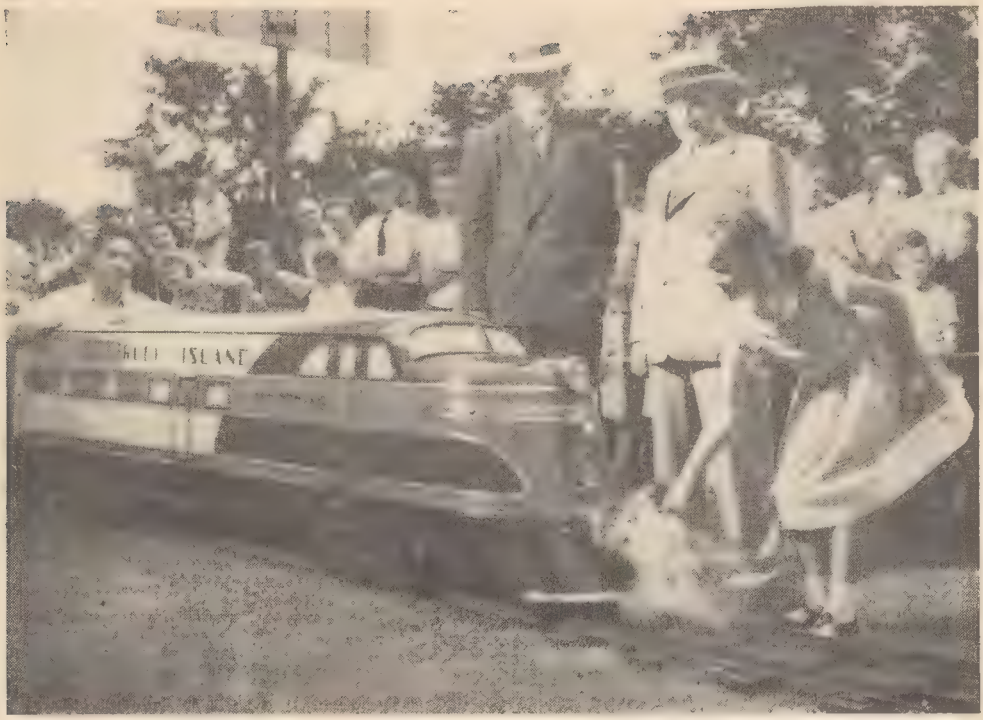
The Callboard

On the table. Lawrence Sauter makes an adjustment in the rear driving truck while his Diesel lays over in the shop: his one-car garage

MACHINIST Lawrence W. Sauter is a man in an enviable position. An instructor of welding and shop work in Minneapolis, Minn., he has the answer to a query that comes into this office often: "Where can I get hold of an amusement park railroad?" Sauter located his 4225-pound *Rocket* quite near home, in his one-car garage, in fact. There he designed and constructed—from the wheels and journals to the name plates on the coach sides—a five-car, stainless-steel scale model of the Rock Island's *Twin Star Rocket,* which carried a capacity load of twenty-nine on its christening run at Minnehaha Park last July 4th.

The red-and-silver streamliner comes up to the standards of the most rigorous perfectionist. Air brakes, automatic couplers, roller bearings, plus the 1752 chrome-plated rivets, oscillating headlight, automatic windshield wipers and the full board of gages in the Diesel make it true to type, as well as to the easy-riding boast of modern equipment. Its cars are twelve feet long; the four forward carry six passengers each, the rear parlor car, five. Each seat is individually suspended on springs to guarantee rider comfort. The 18-horsepower engine, weighing four-fifths of a ton, can haul a load of 12,000 to 14,000 pounds.

In terms of the materials purchased and the time involved in construction—27 months of full-time work, some days fourteen to sixteen hours—the *Rocket* is valued at a minimum of $10,000. Stored in the garages of Sauter and a neighbor, the train is timecarded for weekends and

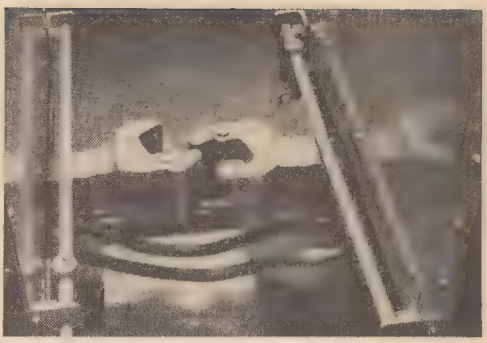


Christening a new *Rocket* with a bottle of Minneapolis home brew, water from the nearby Minnehaha Falls. The stainless-steel streamliner is an accurate model of the Rock Island *Twin Star Rocket*, with patterns, chills and castings made and machined by Sauter himself. Reduced to one-sixth standard size, the Diesel stands 31½ inches above the rails, the coaches 30 inches. *Below*, Sauter at the throttle for the maiden run on July 4, 1947

holidays by its owner-engineer, who trucks it to the park in a specially-built trailer. Via an inclined track, the locomotive runs itself up on the trailer, underslung and only eight inches above the ground. Two men can push the coaches aboard, and they are carted two at a time to the temporary right-of-way.

The track is transported in the same way. The fixture for the rolling stock is removed from the trailer chassis and this latter, a telescoping tube structure, is pulled apart to accommodate the 20-foot track lengths. These sections, totaling 550 feet, contain twenty-four ties a piece.

And Sauter's "Rock Island" is still a-building. "I am now in the process of constructing an automatic semaphore," he writes, "which is electrically operated from the track. Also a pair of switches and a light portable depot. This, along with the job of installing air brakes on the coaches, keeps me out of trouble."



Automatic couplers *top*, hand-tailored to scale, are one safety device on the coaches. Air brakes are next on Sauter's list

***Right:* Pulse of the 11-foot Diesel, the engineer's full panel of gages and switches**

Gasoline Goats On the Logging Pike

"SPEEDER MONKEYS", they called us usually, although the regular trainmen had several other quite unprintable versions. To the regular rails, we were a confounded, double-condensed nuisance, an evil they could never believe necessary. We piloted machines that carried crews and supplies over the ninety-odd miles of logging roads that served the big Weyerhaeuser Timber Company at Klamath Falls, Oregon. And whatever else our life was, it was never dull.

The speeders were a far cry from the usual little putt-putt type used on most of the main lines. These machines were some fifteen feet long, standard gage, single-wheel truck outfits, powered with heavy-duty engines. They had regular four-speed truck transmissions and double ring gears. By throwing out one and engaging the other ring gear, the same system

A Speeder Monkey's Life May Not Be Healthy—It's Never Dull!

By M. V. ATHANAS

was used for forward and reverse. With some two or two-and-one-half tons sitting on the four-wheel drive, they were pretty sturdy little pieces of equipment.

Needless to say, they could not be set off the rails. They worked under train orders the same as the steam hogs.

The principal job was delivering crews to the job. About twenty-five men could ride the two decks of the speeder and the crummies, miniature boxcars, could hold some thirty or thirty-five more. With two crummies and the biggest speeder, several times I had as many as a hundred men squeezed aboard.

Since we generally ran on short time and those timber-beasts were always in a hurry to get to and from work, a cautious speeder-monkey was in for a rough time. As a result, we highballed those goats around at top speed. We never had a ground crew, but when we were loaded the side foreman usually did the switch lining for us. Alone, we did it ourselves.

We had some dandy sessions. Heading back for camp one morning, bald-facing two crummies and bowling along about thirty miles an hour, I caught a glimpse of something moving up ahead and hit the brakes. Too late! I coupled into something pretty solid and the shock nearly lifted me out of the seat. The lead crummy tilted up in the air and jack-knifed off onto the right-of-way; the second reared up and stopped. I climbed out into the settling dust to find I had set a new record. Three cows at one lick!

ONE of the engineers had once managed two with the mainline log train one day, another had caught three sheep with a Baldwin once; but I hit the jackpot. And that wasn't all. I had a broken axle on the lead crummy and a journal knocked loose on the one behind. To cap it all, we were three miles from a phone.

One cow was wedged back under the second crummy and the other two were scattered around under both the cabooses. Since one animal was still kicking, I had to finish it off with an axe from the tool box, as quickly as possible.

The crackup had occurred on a high fill, slightly on the downgrade. There was no room to jilpoke the crippled lead crummy off on the side, and with both grounded I couldn't get enough traction to drag them back. Finally I cut off the motor and ran back to the logging job against the log train. But there was no phone there either. There was a road, however, and the tallowpot on the loader had driven a pickup truck in that morning. The side foreman sent word by the pickup to the dispatcher in camp.

As always happens in such cases, no other machine was available at the time and before the mechanics showed up on another speeder with jacks and tools, I had to flag the swing run of the log train. Then it took us an hour to yank the lead crummy into line and jack it up to where we could run one of the dinkey flats used for hauling barrels and such under its crippled end. Knocking the journal of the second crummy into line and bolting it into position added another hour to the delay.

By that time the loader about five miles behind us had filled more cars than it could move with its bull-line. It whistled off until one of the logging tractors could work up ahead and cut off cars and move them up. The skipper of the swing train was getting pretty peeved at me, too. The holdup meant he'd have to set his cut out on the first siding and hightail it back to the loader with the afternoon cut of empties. That way he'd have to double his train of logs to camp in the evening. *Cold beans for supper.*

Meanwhile, the side foreman was cursing me to high heaven because his loading average was falling off. There was no engine to shunt cars ahead to be loaded. In short, I was a most unpopular guy with everybody right then.

Well, after fouling up the line for about six hours, things went more or less back to routine. A lot of people had short tempers for some time, especially about missing their meals, and the company had to pay that fool stump-rancher nearly three hundred dollars for his cows. I haven't lived that trip down even to this day.

BUT it was pretty primitive railroading all the time. We had a fairly good phone system, but all orders were verbal and rear-end flagging just wasn't. They used no crummies on the swing runs. In fact the only one on the whole system was the one used on the mainline run, a forty-mile haul to the mill.

The remainder of the trains simply terminated in the last car. The brakie and conductor both rode the cab with the enginemen. It was a rather disheartening feeling to come barreling around a curve to see a drawbar grinning at you about a hundred feet ahead.

Yet it wasn't too bad in the summer when you had a dry rail. In the winter, though, you might be bucking a foot of snow with the brakes clogged up, so you couldn't stop in less than a mile without dragging your feet on the ground. About half the time the best bet was to join the bird gang and hope they bumped easy. We busted more drawheads that way!

I remember one time I was following the Five-Spot by about five minutes when we were both running on short time. The Five was pushing a wing plow and the rail, while wet, was fairly clean. We'd had about four feet of snow already, however. The stuff was packed in the cuts and falling back on the rail so much that within a mile the brake shoes were packed full and glazed to a glass finish. Outside it was as cold as a trainmaster's heart.

I was making a little better time than

they were, and on a long tangent I spotted them about three-quarters of a mile ahead. I slacked off and set up the brakes to wear off some of the snow. Taking it plenty easy around a blind curve, I looked her square in the face, backing up! There was a siding just clear of this curve, and the dispatcher hadn't told me they would be setting the plow out there.

The curve was so sharp the hoghead couldn't see back at all; his tallowpot was looking ahead for signals. I wiped the clock and started clawing at the curtain. Of course it was latched tight against the cold. The brakes had just about as much effect as dragging fifty feet of rope.

The knuckle of their drawbar came right through the quarter-inch steel plate of the drawhead on the speeder, as though it were so much paper. The drawbar between me and my crummy—a double-thick, two-inch pipe—doubled up into an inverted "V". I was knocked flat on my back on the lower deck with one foot caught behind a strut. The speeder, of course, went on the ground.

I thought the damn thing was never going to stop. All that saved my bacon was the snow, for otherwise, the small wheels of the speeder would have caught on the ties and walked right through the whole machine. But the snow held up. The engine just kept shoving me back until the hogger could get her stopped.

I'll never forget the look on his face when he swung down and came back. He thought he'd got me for sure that time. When he saw he hadn't, he cussed me for twenty minutes straight. Then we both settled down and cussed each other, and the dispatcher.

And that's the way it went. Everything would be running along peacefully and according to plan, and then suddenly the whole system would blow up.

THE LOG cars used there were skeletons, with a heavy timber backbone and transverse steel bunks and folding steel stakes at either end. In normal traveling position, empties had the stakes folded down. As a matter of fact, they could go under the loader only if they were down.

One day there was a car along about the middle of the string with one stake not quite in its lowered position. It hung just high enough to wipe the front running gear out from under the loader, as the engine shoved them under. That started something.

The loader was a Willamette type, a monstrous machine that lowered its legs to the outside ends of the ties and raised its running gear up under the belly so that a string of cars could be run under it and on out on the tail track behind. As soon as an empty was needed, the engine was whistled ahead or the bull-line carried back so the loader could move them with her own winch. When they wanted to move the loader, the cars were pulled out from underneath. Then she lowered her wheels, picked up her legs—like Aunt Martha hoisting her skirts—and moved off under her own power. And naturally a move was imminent when that stake took off part of her running gear.

I ran a dinkey flat under her at noon when the swing run was out, and they dropped the damaged rigging onto it. Wheels, journals, sprockets and all, it must have been about a four-ton chunk. What with making meets with the swing and mainline trains it was late in the evening before I got to the main shops at the mill. There they had to take the whole assembly apart, heat it, straighten it and finally re-rivet the parts. It was after midnight before I got out with it.

It was one of those black nights and my headlight was the only light for miles in any direction. "I'd been on the road about an hour when the steady pounding of the wheels on the rails and the drumming of the engine put me about a quarter asleep. Suddenly a horse reared up in my light. He looked as big as a barn.

There was a skinny old feller with a lot of whiskers and armed with a rifle astride the horse. As I went by, he shouted something at me. The next second I knew why he hollered. I was riding in the middle of about an acre of sheep!

A sheep is about the silliest animal in

captivity. When they're scared, they bunch. And about five hundred of them were trying to climb on each others backs right in front of my headlight. For about five seconds I was fairly busy. I had the throttle off, the brakes on, and both hands on the horn button. I had a big old Klaxon that I'd tuned up with a screw driver until it had the most unearthly screech you ever heard; alongside it, I had a smaller one. Together they blended in a sort of a ghastly chime effect.

I don't know whether any of this helped, but nevertheless I didn't kill one sheep! I could feel them bouncing off the front step guard, and see them spilling off the side down the fill. By the time I got her stopped, however, they all seemed to have melted away into the darkness. So I switched on my rear light, and there was the oldtimer on his horse, pounding up the track after me.

His eyes gleamed in the glare of my tail light; his whiskers streamed back over his shoulders. My eyes fastened upon his rifle, however, for he was waving it threateningly around his head as though he were mighty steamed up about something. Whatever it was, I didn't wait to find out. I rolled right on and I didn't look back.

That's what I mean when I say the speeder monkey's life is interesting. It might not have been too healthy—but it was never dull!

Drawn by Herbert Mott

Hackensack & New York's 4-2-0 named for Bergen's county seat was not too successful in its suburban service. Theoretically, given the same collective weight on drivers, any number of wheels should produce the same adhesion; this did not work out in practice

Welcoming Committee – Western Style

By T. N. DUROSKO

THE LITTLE frontier town of Palisade, Nevada, had fought tenaciously to have the Central Pacific Railroad run past its front door. And when this was achieved, in the 1870s, citizens of the town decided to put their town on the map and give it a reputation. So it often happened that when the Central Pacific train pulled into the station and westbound emigrants climbed out on the platform to stretch their legs, they were horrified at the sight that confronted them.

There on the platform were six or eight Indians, bound hand and foot and piled upon one another. Keeping close guard on the heap of painted Indians was a group of stern citizens armed with long rifles, oversized six-shooters, and murderous-looking Bowie knives. When the easterners timidly inquired as to the crimes of the Indians, they heard tales of torture and death that the redmen had inflicted upon tourists. The townspeople described whitemen being burned at the stake, scalped, or hung by the thumbs, while blood poured from severed arteries in their legs.

While these stories were being told to the strangers, a group of angry citizens would gather nearby. One or two would shout out for revenge against the Indians, suggesting some dire means of torture. Others would disagree, only to demand a viler punishment. Soon they'd start arguing among themselves and draw out their guns. The six-shooters would commence barking, men would drop right and left in pools of blood.

Suddenly it would all be over. Friends of the wounded gunmen would carry them into the Junction Saloon for treatment, trembling emigrants would crawl from behind seats and from under cars. With wistful thoughts of the law-abiding, peaceful homes they had left behind, they'd straighten their clothing and take their seats on the train. Palisade appeared the wildest community in the West, and they grew impatient to pull out.

As the train puffed and started rolling, the C.P. trainmen smiled among themselves and talked in low tones of the latest "performance." They never told the passengers that all the gunplay was a farce—that the pistols were loaded with blanks, that the blood was from the local slaughterhouse, and that the Indians were peaceful Shoshones glad to pick up the price of a drink by appearing in this frontier brand of comedy.

Terminal at Nant-Y-Glo, twenty-six miles over the hills from the Southern Cambria's main line. Welsh miners named the town, translated "stream of coal"

Electric Lines:

Southern Cambria Railway

IF ONE were asked to name the most difficult place in eastern United States to construct an electric railway line, ten to one the answer would be the tortuous terrain of the Allegheny Mountains at Cambria County, Pa., in the vicinity of the City of Johnstown. The story of the Southern Cambria interurban line pivots about the difficulties of railroading in this rugged country, from its expensive construction days to the last months of the electric, when the passengers shied away from the cars because of the frequent serious wrecks. Yet the pioneers of the Southern Cambria had always been determined to tap the potentially-fruitful passenger trade of the coal mining regions north and east of the City of Johnstown.

Originally incorporated as the Johnstown Terminal Railway Company, the railway's name was changed even before construction began in 1907 to the Johnstown, Ebensburg & Northern, later the Southern Cambria Railway. The route was to follow the Pennsylvania Railroad's tracks along the Conemaugh River in a northeasterly direction to South Fork. But while the Pennsy ran close to water level, the interurban built high along the side of the mountain. For almost its entire route, it skirted the edge of high peaks. Between fills, trestles and rock cuts, a wealth of money was invested in the enterprise.

The construction plan also called for a branch just east of Brookdale—the location of the car barns and powerhouse —which would extend to the north through Ebensburg. From there, it would continue on up to Carrolltown where it would connect with the Northern Cambria Street Railway, independent line controlled by the same interests as the Southern Cambria. Along the Ebensburg line, they planned to build a spur to Nant-Y-Glo and beyond through the Blacklick Valley to Twin Rocks and Vintondale, Pa. But in the end, only a portion of these projects was carried out.

Even before leaving Johnstown, problems beset the builders. To reach Conemaugh, the next town, they had to cross a valley; in this valley was a maze of railroad tracks, and beside them, the Conemaugh River. Once over, the right-of-way ascended to the heights of Woodvale, and then dropped again via a very steep grade into Conemaugh. The solution was a costly one: a steel trestle, 1064 feet long and 40 feet in width—constructed to hold two sets of tracks although only one was ever laid—giving a steady rise up to Woodvale and a descent again into Conemaugh.

Once out of Conemaugh, the road continued to climb along the sides of mountains, curving one way or the other for the entire distance to South Fork. It was this section of the line that was first built. Completed in 1909, it opened for operation in 1910. Four heavy wooden interurban cars were purchased from the Niles Car Company for the service. Two were combination cars; the others were straight passenger bodies. A mile-and-a-half spur line was built from Conemaugh to Woodvale Heights in 1910, only to be abandoned ten years later.

With the line completed to South Fork, Pa., construction from West Point, just east of Brookdale, north of Ebensburg was begun. Here, too, the hilly terrain called for a winding right-of-way. Except for the four miles into Ebensburg, the track was an unending string of curves, yet this Ebensburg route was a great help to the lawyers and businessmen of Johnstown. Now they could reach the county seat directly. Until that time, it was necessary to take a Pennsylvania train to Cresson, Pa., and change there to a slow local into Ebensburg, after a tedious wait-over for connections. The first through car made the run on January 23, 1912, and thereafter, service was maintained on an hourly headway.

THE LAST piece of construction was the branch from the Ebensburg line into Nant Y-Glo, finished in 1911. The extension to Vintondale was never made, nor was the connecting link with the Northern Cambria line, from Ebensburg to Carrolltown. There was little money left for mountain railroading, after the ex-

Map of Southern Cambria's mountainside right-of-way. Completed in 1911, the electric struggled through seventeen years of operation more perilous than its construction job

Car 107 on the single-track route to South Fork, Pa. In general the line followed the Pennsy trail along the Conemaugh River; but while the Pennsy took the low road, Southern Cambria skirted the hilltops

Worst wreck in Southern Cambria history was the head-on meet of Car 102 and 104 at Brookdale. Casualties in the excursion specials totaled 28 dead and 80 injured

penses incurred by building the twenty-six miles of track.

Passenger service, with the extensions to Ebensburg and Nant-Y-Glo, required more cars. In 1912 and '13, four straight passenger cars were ordered; two years later the roadway was billed for another pair. Express service was begun with the delivery of a heavy express motor by the Niles Car Company in 1914. An extra express was obtained in 1919, bought second-hand from the Nashville-Gallitan Interurban Railway. Another express car was picked up from the Ft. Wayne & Northern Indiana Railway but was never placed in service.

Incidentally, if you are curious about the name of the town, Nant-Y-Glo, you may be interested to learn that it originated with the Welsh miners who migrated to the Cambria coal fields. Translated from the Welsh, it means, "Stream of Coal".

The Southern Cambria was a 1200-volt DC trolley line. The powerhouse and barns at Brookdale, near where the Ebensburg line left the South Fork track, served the entire system. The barn and powerhouse were built of Mahoning sandstone taken from nearby hills; the coal used to produce electricity was brought dirtctly into the powerhouse from an elevated track running out to a coal mine adjacent to the building, and dumped in front of the boilers. Coal shortages never worried Cambria County residents.

All lines were single-tracked, with infrequent passing rails. The overhead consisted of double trolley wire. Cars operating in opposite directions used their own wire. The terminals at South Fork, Ebensburg and Johnstown were all in the streets. In Johnstown, cars completed their runs down Locust Street, turning on to Franklin Street one block from Main Street. The only trolley line operating in Cambria county today is the local Johnstown Traction line, which added seventeen streamlined PCC cars to its service last year. The JTC at no time had control of

the Southern Cambria Railway, however.

The heavy, Pullman-green Niles cars were speedy, even on upgrades; but the difficulties of the mountain climbing on single-track roadways soon became apparent. In its eighteen years of existence, this road probably had more accidents than any other of its size. An endless string of tragic wrecks plagued it: cars derailed, met head-on, or rolled down high embankments. In the town of Conemaugh alone, the SCR left a record of three houses and one school demolished by interurbans that left the hillside tracks.

Brookdale, the location of the worst wreck in the history of the Southern Cambria, is only a few miles from Gallitzin, Pa., a scene of two Pennsylvania Railroad train wrecks during 1947. In one of them, a long, derailed passenger train caused twenty-five deaths. But in 1916—when two Southern Cambria interurbans met at Brookdale—from these two cars alone, there were twenty-eight fatalities and eighty injured passengers.

On the day of that fatal accident, August 12, 1916, Car 104 loaded with excursionists moved upgrade from Johnstown and neared the barns at Brookdale, where it was to pass Number 102 on the siding. But aboard 102 suddenly something went wrong: the brakes failed as it came downgrade. The motorman, Angus Varner tried desperately to stop it, but with no avail. He even stayed at the controls until the collision and, as a result, was the only occupant of Number 102 killed.

And as long as the car rolled downgrade, it gathered speed. When it shot wildly past the barn, employes estimated it was doing in excess of sixty miles an hour. At one of the many curves, it met Number 104 coming up and telescoped it, as only wooden cars can do. The net result was twenty-seven deaths on Car 104, and one on the 102. The many injured were loaded on freight Car 301 and taken to the Pennsy interchange near South Fork, where a steam train hauled them to Johnstown.

Repeat performance. In Conemaugh alone, the SCR had a record of one school and three houses demolished by runaways from the nearby tracks

Even without automobile competition, it is possible that the electric could not have continued. As a result of the many

tragedies, the public became actually afraid to ride the cars. Damage suits ate up the money that might otherwise have been used in maintenance.

With unexpected suddenness, the news was broken to the employes on December 17, 1928, that on the following day, service would cease on the entire road. Next day a skeleton staff was sent out to tear down the overhead. Thus, without formality or notice to the crews, the Southern Cambria Railway ceased its unfortunate existence.

Roster of Southern Cambria

Number	Type	Builder and Date
101-102	Passenger	Niles, 1910
103-104	Passenger	Niles, 1912
105-106	Passenger	Niles, 1913
107-108	Passenger	Niles, 1916
201-202	Combination	Niles, 1910
301	Express	Niles, 1914
302	Express	American, 1912

All cars double-end and of wooden construction. 105-106 had steel-plated sides

All cars had steam-coach type roofs except 107, 108, 301 and 302

Car 302 bought secondhand from Nashville-Gallitan Int. Ry. in 1919, where it formerly was No. 101. Renovated about 1921 and renumbered 31

Steel trestle spanned the railroad tracks in the valley of the Conemaugh. *Left:* Number 201 picks up speed heading toward Johnstown

Carbarn Comments

Steve Maguire

WHY so many recent abandonments in the electric railway field? Here's one reader's explanation, quite plausible, too.

"Few railfans realize the true nature of the local transportation situation," says David Herb, 222 Bartlett Ave., Sharon Hill, Pa. "The switch to buses is based solely on the economic situation, for the bus has never been proved superior to the trolley for all purposes. The transit situation today is a sad picture. Most companies are either in debt or close to it. The current inflationary trend is largely responsible: materials cost more and wage raises are being demanded by workers threatening to strike. In most industries, a small increase in prices is made and the extra costs are thus taken care of. Not so with local transit fares. These are fixed by the state utility boards and cannot be changed without much difficulty and public opposition.

"This is the same situation we faced at the end of World War I, and the switch to buses then was the result of attempts to avoid financial breakdown. After a time, though, the picture brightened and prosperity brought raises in fares up to ten cents for many companies.

"Now, we are again in a dilemma. This time the companies that have already switched to buses are having their own troubles. And if they fail, what will become of our transit setup? At a recent convention of the American Transit Assn., the solutions offered were (1) a fare raise and (2) offering more service and convenience.

"The latter has been constantly encouraged by the Philadelphia Transportation Company, which is in one of the best financial conditions of any transit company. Constant publicity has kept it in public favor and the Quaker City shows no anxiety about an electric changeover.

Toonerville Trolleys of the Westchester Traction Company at Main and Spring streets in Ossining, N. Y., around 1900. For history of the line, see New Publications *below*

Fare raises will come in due time where companies can show need for them; but it's up to the operators themselves to let the public in on the value and convenience of their transportation. If they fail to do this, they may also fail financially."

* * *

NEW PUBLICATIONS: Can you imagine a complete history of over twenty electric lines of New York State offered for not much more than postage? Well, before it's too late, we suggest you obtain *Toonervilles of the Empire State*, by Felix E. Reifschneider, Box 774, Orlando, Fla. Copies of this excellent 38-page book can be obtained from the author for thirty-five cents.

A fine illustrated history of the Denver & Interurban (not Denver & Intermountain) line is offered by Ira Swett, 1414 So. Westmoreland Ave., Los Angeles 6, Calif. This story of the CB&Q-controlled high-voltage line is complete with maps, roster and some excellent photographs taken by an old company employe. Copies can be had from Mr. Swett for 50 cents each.

If you are interested in obtaining a complete listing of the electric railways of Great Britain and Ireland, we suggest you write the Electric Railroaders Assn., Lackawanna Terminal, Hoboken, N. J. The roster appeared in the November, 1947 issue of *Headlights,* ERA publication issued free to members. ERA dues are $2.50 per year.

* * *

FOLLOWING the abandonment of New York's last interurban line, the Atlantic City-Ocean City interurban route of New Jersey's Atlantic City Transportation Company made its last trip on January 17th, bringing interurban service to an end in the Garden State. As reported several months ago, it was a foregone conclusion that the line would be abandoned once a petition had been filed with the N. J. Utility Board which has never, to our knowledge, held up any abandonment of railway service. In spite of considerable public opposition and lengthy hearings that extended to six instead of a single meeting, the doom of the Shore Fast Line was sealed.

Instead of being replaced by modern equipment, the old Stephenson interurbans

Last interurban line in New Jersey was the Shore Fast Line. Loaded to capacity, Car 113 pulls out of the Pleasantville station on PRSL trackage

of 1906 vintage, find their successors in buses. A portion of the track will be maintained for freight service supplied by the PRSL, the rest of the interurban line will be scrapped. The single seven-mile city route of the ACTC remains, served by *Brilliners,* as mentioned in our story of the Brill Company two months ago.

* * *

TORONTO railway lines have not suffered large-scale abandonments, says Tom Rowland, 67 Bastedo Ave., Toronto 6, Ont. "A few very short feeder lines have been replaced by motor buses on the older, narrower streets of the city; but the rest of the railway lines are now awaiting new PCC cars. The TTC, being public-owned, has to spread its modernization plan of PCC cars over a period of several years.

"Some initial work has been proceeding for several months on our new rapid transit system. This is a combination of an under-ground subway and a sunken right-of-way line. And we still travel on a four-for-a-quarter fare which I believe is one of the cheapest fare rates on the continent for a system of its size."

* * *

ARIZONA may have pulled up stakes on its last electric by the time you read these pages. The one remaining trolley route in the City of Phoenix — Washington Street—was set for abandonment on February first.

The history of the Phoenix line and a listing of all Arizona electrics appeared in

Toronto offers one of the continent's cheapest fares, and PCCs besides. *Left*, Number 4212 leaves the barn for its Neville-Queen run

your Electric Lines, in August, 1946, including Bob Davis' photo of the Phoenix carbarn, which can no longer be duplicated. On October third, the carbarn was destroyed by fire and six of the fourteen remaining streetcars went up in smoke. This finished any chances of forestalling the discontinuance of service.

* * *

CABLE CARS. Now it's the California Cable Railroad that's in jeopardy of abandonment. With a claimed deficit of $38,000 for eleven months of 1947, the company proposed an employe wage cut or cessation of service during January.

J. M. Smith, Berkeley, Calif., who sends us this news, says that in the event of abandonment of the CSCR's lines, the Municipal Railway would use buses. For to operate the cable cars would require the vote of the citizens, and time is too short for such a decision. So, after saving the Muny's cable lines by popular vote at the November election, now it's the privately-owned cable road that stands close to abandonment. It will be interesting to see what steps are taken to preserve these lines.

* * *

SERVICE on Southern Colorado's all-Birney line in Pueblo was withdrawn on November 29th, reports Peter Comiskey, 1132 Berkeley Ave., Pueblo, Colo. Abandonment of this 30-mile trolley line leaves Colorado with only the Denver Tramways and Denver & Intermountain lines operated electrically.

In Denver, a recent survey by transit consultants has advised the operation of trolley buses for streetcars, and the city is now in the process of deciding on its future transportation. There is some agitation for PCC cars on the main routes but to date no solution has been agreed upon. What effect a change will mean for the interurban lines is not yet known.

ANOTHER piece of bad news. The Baltimore & Annapolis came out on Christmas Eve with the announcement that it would apply for permission to abandon its passenger service to buses, while retaining its freight line. Our thanks to Lt. Comdr. Harlow. Orville Haines and the other readers, who sent us this news so promptly. Lt. Haines is of the belief that Baltimore's city officials favor a plan which would enable a bus and truck express highway to be built over part of the road's right-of-way.

Baltimore newspapers point out that such a change is of such tremendous moment that prolonged consideration must be given it before a final decision is made.

Modern equipment to the contrary, the Baltimore & Annapolis is "going bus." No. 200 and trailer at the Annapolis terminal

Workers at plants along the line must be considered; it's an open question whether buses will be able to provide the service that communities between Baltimore and Annapolis are entitled to.

* * *

BIRMINGHAM'S new PCC cars have justified the faith of the management, reports William Harris, Y.M.C.A., Vicksburg, Miss., sending us a letter from H. G. Ford, Jr., Manager of BEC Transportation Department. "We are very much pleased with the operation of the PCC cars," writes Mr. Ford, "and the response by the riding public has been beyond our highest expectations. During

Never again will North Shore interurbans use Waukegan, Ill., city tracks, as *above*. Runs from Chicago now end in the suburban area

peak periods, we operate the cars on an express basis from the downtown area to points midway along the lines, permitting them to operate locally from the express points on out to the end of the lines. Motor-coach service handles the local passengers between town and the express points during the peak periods."

* * *

LOCAL CARS of the North Shore Line in Waukegan were replaced by buses recently, and interurban trains from Chicago via the Shore Line now terminate at 10th Street, North Chicago, the end of the right-of-way and point at which they used to enter Waukegan streets.

Stanley Barriger, of Waukegan, and the other fans report that one of the old streetcar bodies from the local line has been placed at the new terminal for use as a station. The Waukegan city cars will probably be taken to Milwaukee and substituted there for the little Birneys now serving the two CNS&M streetcar routes in that city.

Speaking of the North Shore Line and Milwaukee, Bob Heglund, 1213 Grant St., Waukesha, Wis., tells us that years ago when the Milwaukee Northern interurban ran from Sheboygan into Milwaukee, the MN fitted several cars with third rail shoes for through service into Chicago. At Milwaukee they would be coupled onto North Shore trains and make a direct trip into the Windy City, via CNS&M tracks.

* * *

WANT to buy the Hudson & Manhattan Railroad? There's a chance you can have it *for free*, if you want it. But here's a hint: there's an item of 29 million due on refunding bonds and another 21 million due on a mortgage and they go with the road.

The situation is just as Felix Reifschneider told you on these pages, following his reading of our history of the road in the November issue. The H&M wants to sell out to the Port of New York Authority, which is reaping excellent profits from its tunnels and bridges into New York City and is in a position to operate the road. But the Port Authority is cool to the proposition.

In the event that the line cannot be sold to the Port Authority or to the State of New Jersey, its large office building in downtown New York will probably be sold, as will its uptown line which runs under Sixth Avenue from Christopher St. to the 33rd St. terminal in

New York City. The N. Y. Transit System is desirous of obtaining this route to complete operation of its line along Sixth Avenue. Such sales would enable the line to pay off its most pressing debts and be in a position to undertake needed expansion programs. Already being considered are extensions to Staten Island via Jersey Central RR trackage, to Newark Airport and possibly to Elizabeth, N. J.

* * *

CITY lines of West Virginia made a last scheduled run on the only remaining line to Weston, W. Va., on November 8th last, reports Bob Richardson, 477 E. Market, Akron 4, Ohio.

On the last run aboard car 401, Bob tells us that he and railfan Carl Heflin loaded a Sound Mirror tape recorder into the car and using a converter and auto battery recorded the sounds of the car as it rolled along into Clarksburg terminal. Later the recording was played back for the benefit of the crew and onlookers.

The track along the Weston line will be sold to the B&O railroad who plan to rebuild it and use it in place of their own right-of-way to that point. The private way of the interurbans into downtown Clarksburg will become an auto highway and so there was little local feeling over the demise of the electric cars.

* * *

SUBJECT of a recent illustrated bulletin of the Upper Canadian Railway Society, with headquarters at Toronto, Ont., is the Kitchener Waterloo Street Ry.

Complete with history, map, all-time roster and photos, copies of the publication are available to non-members at twenty-five cents each. Write the UCRS at Box 122, Terminal A, Toronto, Ont., for further details.

* * *

RAILBUS route to Virginia Beach, line owned by the Norfolk-Southern and operated until 1935 with interurban cars, saw the end of passenger service on November 8, 1947. Our thanks to H. Reid, Norfolk, Va., for this news forecast in our January issue. Freight service will continue over the route to Virginia Beach, originally constructed in 1883.

Kitchener & Waterloo Number 24 rattles down a main street of Kitchener, Ont. Line was abandoned in '47

The Great Seekonk Case

By ALVIN F. HARLOW

THE basic question which underlay the Great Seekonk Railroad hearing before the Massachusetts General Court was, What is a railroad? Is it a public highway? Nobody was quite certain in those early days. Turnpike companies built graveled roads, and anybody could drive his wagon, buggy or stagecoach over them if he paid the tolls. States and companies dug canals, and any farmer or manufacturer could build a boat and haul his own products to market over them, just by paying the tolls. But a railroad—well, the verdict in the Seekonk case settled that question for all time, though the findings of the solons have a comic sound in our ears today. And all this powwow and dither, which stirred the old gilt-headed statehouse plumb down to the solid rock of Beacon Hill, was over the fate of one of the smallest railroads on record; only twelve hundred feet long!

To tell the story properly it must be explained first that, believe it or not, the State of Rhode Island is bigger than it used to be. A century and more ago, a part of its eastern boundary was the Providence River—known in those days as the Seekonk—which is really just the upper part of Providence harbor and is only a few rods east of the present New Haven station in that city. A part of Providence was beginning to spill over into the township of Seekonk, Massachusetts, on the east side of the river. Rhody felt a little cramped in her boundaries anyhow, so she asked for and, after much negotiation, obtained a strip of Massachusetts two to three miles wide, running down the east side of the river. But in 1836, when a man named Tristram Burges had his brilliant idea, that land was still Massachusetts property. That is why, when Burges obtained a charter for his Seekonk Railroad, he got it

from Massachusetts, and why he later had to go to the Massachusetts lawmakers with his grievance.

The Boston & Providence, one of the first three railroads built in New England, had opened its line between those two cities a few months before, in 1835, crossing the Seekonk River well uptown from the harbor. For months it had no bridge, and passengers crossed by ferry. In those days, a large percentage of the traffic, both passenger and freight, between Boston and Providence was really going to and from New York, traveling from Providence by water. As more railroads were built—from Boston to Norwich, Stonington, Bristol, Newport and Fall River—boat lines were started from those ports to New York, and the competition became terrific.

It reached such a pitch that rival lines had band concerts on the wharves at Providence and Bristol just before the boat sailings. The Providence fellows improved upon this by serving afternoon tea on the wharf, with the manager, in white kid gloves—a fresh pair every day—as host. The story goes that when he rolled up those gloves and threw them into the harbor, that was the signal for the boat to cast off.

But in '36 Providence was the only port as yet reached by a railroad, and the B&P had a temporary monopoly. From Providence the New York & Boston Transportation Company shared the New York business with two other concerns, one owning boats named *Lexington* and *Cleopatra,* the other running the *President* and *Franklin.* It was with the latter that Burges made a partial deal. His charter called for a 2,000-foot railroad from a point on the lower harbor northward to a junction with the Boston & Providence Railroad. His idea was that the *President* and *Franklin* would meet and be met by his trains, which would then pass over his 2,000-foot trunk line, thence on to the tracks of the B&P, by which they would proceed to Boston. He believed that under the existing turnpike laws of Massachusetts, a railroad was a public highway, and that he could demand and obtain the right to operate his own trains over the B&P tracks by payment of tolls; yes, and over the Boston & Worcester and the Providence & Worcester roads, too, if he took a notion to run trains in those directions. In short, Mr. Burges was declaring himself in on what the B&P had thought was its own private business; for it had an arrangement with one of the other boat lines for through traffic to New York.

The result was that the B&P proved strangely deaf to Burges's demands for track connection with it and right-of-way over its rails for his trains—though he had no trains as yet and never did acquire any. In January, 1838, when he had only 1,200 feet of track laid, he went before the Massachusetts Legislature with a long list of complaints.

He had somehow figured it out to his own satisfaction that the Boston & Providence had been "false to its trust and to the interest of the State by terminating its road to Rhode Island; that they could have been better accommodated, at less expense, on the Massachusetts side of the river;" and, finally, that its contract with the steamboat company, by which the timing of boats and certain trains was made to coincide, "created a monopoly on Long Island Sound." Now there was no word that

politicians and journalists loved to drag out and shiver over more than that word monopoly. They waved it on the slightest provocation. Burges was bitter about the boat-meeting trains running faster than other trains, too. It wasn't right, it was nothing less than scandalous . . . but, if the B&P had agreed to let his as yet unborn trains trundle over its tracks, he would undoubtedly have been able to overlook the outrages mentioned.

To reinforce his arguments Burgess brought up the trouble between rival New York boat lines over the use of wharves at Providence. When the *Lexington* was about to land one day in 1836, she was warned away, her captain being informed that the New York & Boston Company had leased the wharf, and she couldn't dock there. "There has always been a spirit of rivalry on the Sound," said the Massachusetts Senate Committee on Railways and Canals, which answered Burges's complaint. "Competition there has assumed a wild and adventurous character," the Committee went on, adding that it was anything but good for the public. "A wild competition which induces the boats to chase each other, to be perpetually changing their hours of sailing and their rates of fare, is not to be desired."

But they found that in 1836 and '37, the *Lexington* and *Cleopatra*, both rivals of the New York & Boston Company boats, did land at the wharf whenever there was a vacant berth, and that the Rhode Island Legislature in June, 1837, had declared the wharf open for the use of any vessel. Furthermore, as they rightly observed, "The Providence Rail-road Corporation is not at all responsible for the conduct of the boats in Long Island Sound."

BURGES naively admitted that it had been his intention that the owners of the *President* and *Franklin* should subscribe for at least half the stock necessary to build the road and its buildings, and should own all the rolling stock. Here, retorted the Committee, he was planning "one of the most perfect monopolies." Again that loosely-used word "monopoly." One wonders what they thought a monopoly was, anyhow. The Boston & Providence, with its connecting steamer line, was much nearer being a monopoly than Burges's little gadget could ever be.

Karl Marx was still in his teens then, but Burges had the idea; he was one of the early advocates of State control. In his petition, he demanded "That a board of commissioners be appointed by the Legislature, to license engineers, make all rules and regulations touching the use of the Providence, Seekonk and Worcester roads, and to take the general supervision of the moving power on said roads." He added that this "would not only relieve the directors of a great responsibility," but would relieve the railroad companies of all risks as to persons and property carried by them.

Any reader may imagine how the State solons loved that! He could hardly have made a worse argument. The Committee retorted that "if this opinion be correct, the traveller on the road and the people living near it will either be without their remedy in case of injury, or they will have a claim upon the Commonwealth. . . It seems to your committee that the system must be radically defective which requires an arrangement fraught with so many difficulties," and they added an axiom whose soundness was finally proven after

some bitter years of experience, "The Committee are satisfied beyond a doubt that no board of commissioners can be so well qualified to regulate the police of a road as the directors and superintendents of the corporation."

As to the right of the Seekonk to run its own trains, drawn by its own locomotives, over the Boston & Providence or the Worcester track, that was a more delicate point. It is notable that neither the defendant B&P Company nor the Senate Committee dared to come right out and flatly deny Burges's claim that under the law a railroad was a public highway. So inexperienced were both promoters and lawmakers in 1830 that it did not occur to any of them that a railroad might be given an exclusive charter right to the use of its track; or, if it did occur to any of the promoters, they were probably afraid to suggest it for fear the legislature would promptly scream "Monopoly!" and refuse to grant the charter.

Against Burges's complaint, the B&P based its defense, not upon the claim that the track was a private road, but upon the provisions of its charter, which gave it the right to govern that track in its own best interests. It cited a resolution passed at a directors' meeting in '37 to the effect that "No other locomotive engines shall be used on the road than those belonging to the corporation," but it added that the company would gladly handle any and all cars, so long as this did not interfere with the operation of their own rolling stock.

That was a new idea, too. It was supposed that freight cars, for example, would never pass over any rails but those of the company that owned them. But no sooner had two little railroads been placed end to end than it was seen to be desirable that carloads of freight destined through should pass over both without unloading. And so began the wanderings of cars which now make 'most any long freight train well-nigh a roster of the railroads of the continent.

However, the company was authorized under the charter to "establish all such by-laws, rules, regulations and ordinances as they may deem expedient and necessary to accomplish the designs and purposes" of the charter and to carry it into effect, "and for the well ordering, regulating and securing the interests and affairs of the corporation." Furthermore, the transportation of persons and property, the construction of cars and wheels, the weight of loads "and all other things in relation to the use of said road, shall be in conformity to such rules, regulations and provisions as the directors, shall, from time to time, direct." These clauses, the company maintained, gave it the right to exclude the locomotives of other corporations. If others were granted the use of the road, it must be in compliance with rules and regulations established by the company's directors.

With all this the Legislative Committee agreed. It frankly shied away from the question of whether or not the Seekonk Company's charter gave it a right to run locomotives upon the Providence road. "Without attempting to decide this legal question, we say it is inexpedient. It is highly dangerous to the public to permit the Seekonk Company to put motive power upon the road." The members pointed out that this sort of thing had been tried on the first piece of railroad built in Pennsylvania (from Philadelphia to Columbia) and

quickly given up as hazardous and impossible.

Burges proposed to run mixed trains, but the Committee showed by witnesses that this was bad practice. Freight trains always ran more slowly, "merchandize cars were generally laden more heavily," and were therefore more liable to break down at high speed; and if this happened, "the momentum of a heavy train is such that it cannot be checked suddenly." Mixed trains were poor economy, too, the Committee thought. "The merchandize being heavier and a dead weight, the wear and tear on the cars and the road would be much greater," and more power would be required to move trains at twenty miles an hour than at ten or twelve, "the usual rate of transporting merchandize."

Finally, "If the Seekonk Company put on their locomotives and trains, the danger would be increased, not only because of many more trains, but by the rivalry that would naturally arise. With the best regulations in the world and with the most vigilant police, a spirit of opposition would grow up, especially where there is the express purpose of competition on the same line of travel. From what we know of human nature, we are satisfied that that would be the case."

Burges contended that the engineer, being in the position of greatest danger, would not be likely to risk his neck for the sake of getting ahead of a competitor. To this the Committee retorted:

"But the same experience which teaches us that rivalry will make men adventurous, teaches us that conversing with danger makes them hardy. If they do not become desperate and reckless, they become indifferent. The driver of a stage coach, who has repeatedly run his team by that of his rival, will become almost insensible of the danger of racing.

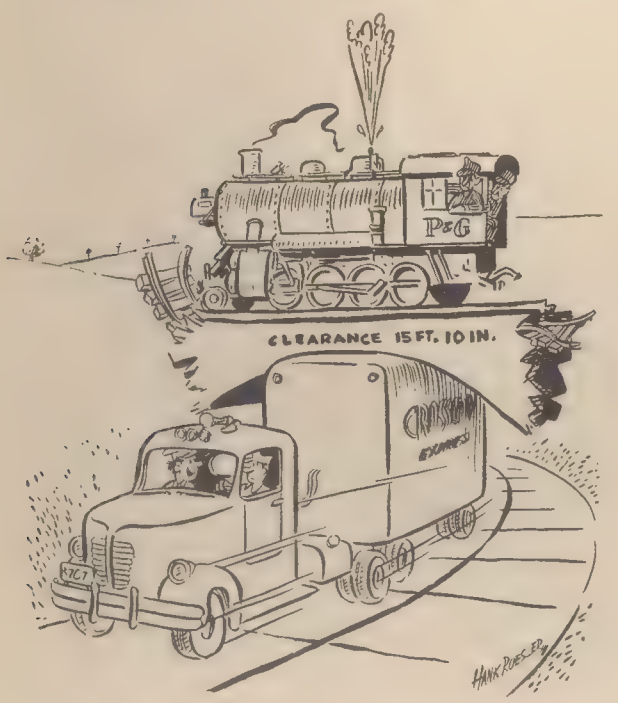
"Let two trains be put upon the Providence road, owned by the different companies, and they would not be very solicitous to accomodate each other." But it was said that there must be rules and regulations —fixed times for arriving at and departing from particular stations. All right, replied the Committee, let such rules be adopted; let "a fixed hour and minute be established for starting from a given point," and the engineer of either train would be likely to have the notion that if he could crowd on a little more speed, he could beat his rival "and pass over the road in the shortest time," and he would be likely to do it.

The Committee likewise feared that this deviation from the rules of the road could not be very easily detected; "there would be no agent stationed at every turnout with his watch in his hand to note the precise time in which every train would arrive or depart. The engineman might transgress with great degree of impunity. If any charge was brought against one, he would throw it off on his rival, and it would be difficult to decide between them."

THERE was some delightful material in the report where the Committee came to calculate the danger when two trains of the rival companies headed in opposite directions on the same track would be trying to beat each other to the nearest siding. The testimony showed that an ordinary train on a level road, going at the rate of twenty miles an hour, could be "brought up" (stopped) in about forty rods when the rails were

dry; but in wet weather it would take twice that distance. It followed that two trains approaching each other at twenty miles an hour must, even in dry weather, "reverse their engines at the distance of eighty rods from each other to prevent a collision. At twenty miles an hour, the train would go a mile in three minutes; consequently, if the two trains should come in sight of each other at the distance of eighty rods, they would have but forty-five seconds in which to stop their trains; so that if the machinery should be at all out of repair, or if the engineman should be agitated from his sense of danger, so as to delay action for a few seconds only, a collision would take place."

The Committee gravely declared that "It is not in the nature of things that every engineman would, in such an emergency, be so perfectly calm as to reverse his engine the very instant he discovered the danger." In other words, they thought it inevitable that both engineers would go through a period of panic before they got hold of themselves and decided what to do. That Committee could not conceive of the trained mind of the engineer of today which works almost automatically to meet emergency at the first sight of danger. Instead, the Committee thought "It would be nothing strange if the engineer's agitation should hold him in suspense for three-fourths of a minute, and this, at a speed of twenty miles an hour, would carry him over the whole space of eighty rods. It would not be safe to allow engines to approach each other at the speed of twenty miles, the usual rate for passengers, unless they could see each other at a much greater distance than a quarter of a mile. All that space would be required, if the machinery was in perfect order and both of the enginemen improved the very first instant the approaching train met their eyes."



"I know it's silly . . . but I keep hearing train whistles!"

But this you couldn't bet on, the committeemen said. Some space must be allowed for panic or for such probabilities as a throttle that didn't work well. And all this calculation was made only for the most favorable circumstances. If there should be rain or dew on the rails, or worse still, snow or ice, the danger would be much greater. Furthermore, on the Providence road, there were several curves "where enginemen could not see each other the requisite distance to avoid a concussion." True, they

were ordered to run more slowly around curves, "but it is also true that enginemen do not always obey their instructions." And not only meeting trains, but trains running in the same direction might run into each other. The Committee didn't suppose such accidents would occur very frequently, but they were probable and meant big trouble. "Men in walking the streets may run against each other, and nothing like danger would arise from such contact. But with locomotives at full speed, the case is entirely different."

Burges introduced seven witnesses and one deposition to prove that there would be no danger in letting two companies use one track—though one of his witnesses, when pinned down, thought all the trains ought to be under a single superintendence. But the committee, after the cross-examination had taken place, came back with a wham:

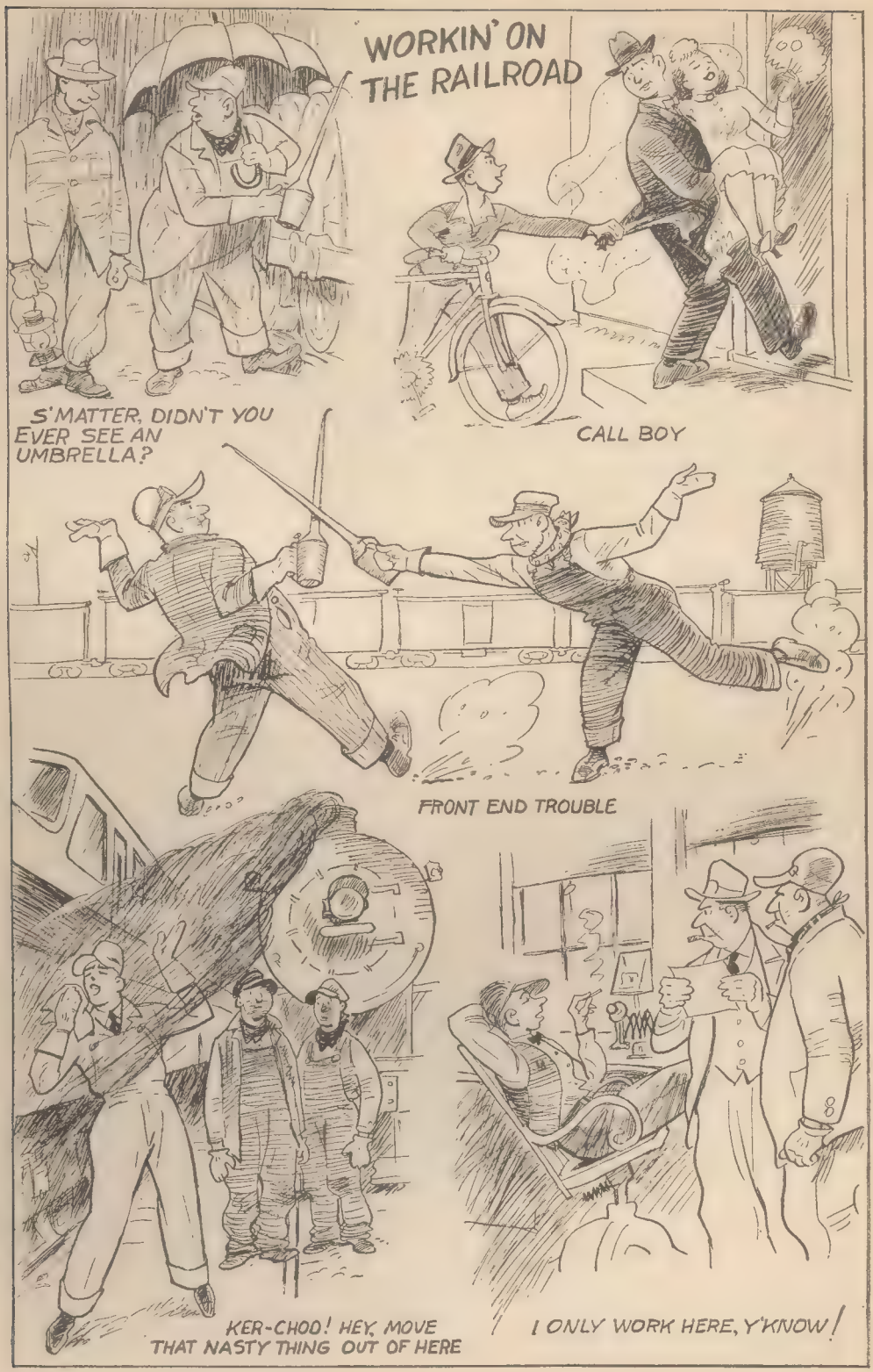
"These witness were men of little experience, and four of them had been dismissed by the Providence and Worcester companies for insubordination and carelessness, and one of them avowed his hostility to the Providence corporation. Two of them had collisions themselves on the road. One ran into an engine in broad daylight, on a level, straight part of the road; the other, with an empty or nearly empty train, ran into a train that had stopped, though he saw it at the distance of eighty rods."

All of which seems to prove that they must have had some pretty inferior engineers then. Naturally, such witnesses didn't help Burges.

But the final crushing retort of the Senate Committee was that the Seekonk "is no railroad in the common acceptation of the term." It delicately intimated that a railroad only 1,200 feet long, running only to Rocky Point, "a barren sand bluff where there was no business and where no mortal dwelt," was pretty much of a joke. It spoke sarcastically of the law which required a plan and profile of the country through which the railroad was to pass to be presented to the State, drawn on a scale of 80 rods to the inch. "Apply this to the Seekonk road," said the Committee, "and it would require a plan and profile of *an inch* in length!"

Burges's petition was therefore denied; but in an effort to be fair, the Legislature passed an act, requiring the Boston & Providence to haul the Seekonk's passenger and freight cars—which it would have done anyhow, under the rapidly developing custom we have mentioned; but nothing in the law was to be construed as ordering the B&P to admit the Seekonk's engines to its track.

That last stroke doomed the Seekonk project, and settled the question, What is a railroad? The following year, the Boston & Providence bought the little piece of track and used it for a siding. There may be a track running over that very right-of-way at the present time.


WORKIN' ON THE RAILROAD
S'MATTER, DIDN'T YOU EVER SEE AN UMBRELLA?
CALL BOY
FRONT END TROUBLE
KER-CHOO! HEY, MOVE THAT NASTY THING OUT OF HERE
I ONLY WORK HERE, Y'KNOW!

Betty directed the anxious travelers toward the yellow bus

Dollars On Ice

THE busy hands of general passenger agent Cooms sorted papers on the desk before him. "You fellows don't even justify your jobs!" he barked. His thick brows knitted together into a black brush above his hostile eyes. The dozen passenger agents, senior ticket agents, and passenger men squirmed beneath the electric tension of the harangue.

"Riley!" Cooms' tone was just below a roar. "You're supposed to stimulate a little business for us on the main line east."

The words *supposed* and *stimulate* were dripping with vinegar. "But in the past quarter passenger business east has dropped fourteen percent. Why?"

The *why* snapped like a static spark in the room. Riley, seated as far back as he could get, uncoiled his legs from the chair in front of him and dropped the match he had been chewing. He stood up, a genial, gray-eyed man of forty, with bits of white tinting the black hair at his temples. He looked like a man torn between

By
WILLIAM L. ROHDE

two feelings. Now was his chance to do what he wanted to do. He could tell Cooms to take his passenger agent's job and go jump in Lake Superior with it. Twenty years on the Eastern Atlantic wasn't so much to walk out on, if you thought only of yourself. But then there was Catherine, Betty and little Tom and the payments on the house.

"Well, Mr. Cooms," he spoke slowly, trying to appear confident, at ease, "much of our drop can be counted the normal recession from wartime peak. For my part, I've personally chased every call that has come into my office, and sold many of them. I've spent every dollar of the allowance given me for on-line advertising in fresh, eye-catching ways. I haven't used a single boiler-plated ad or agency mat."

Riley cleared his throat and looked Cooms squarely in the eye. Yes, and he had stayed up half the night writing those damn ads, too. Trying to tell the public that the only way to travel was on the Eastern Atlantic. Maybe he should have lassoed passengers off the street.

"I've visited every ticket agent and assistant seller under my control, and they're all doing their best."

Cooms leaned back in his chair, looking like a walrus who suffered from chronic gastritis. Riley wondered how closely he was related to the general manager. Some said it was Coom's weekly chess match with the GM which made him so cocky. Riley made a mental bet that the GM had won every game for the past decade.

"Mr. Riley," Cooms was enjoying himself now, "I could understand our branch travel falling off, but your interest is the main line. The direct road to New York. Of course I know that the Pennsy and the Central pick up a lot of traffic that should go to us. But Mr. Riley . . . . a fourteen percent drop!"

Cooms' tone became even more pleasurable. "Take that train you asked us to put on in 1942. You might call it your baby. The *Atlantic Bullet.* It goes out of here every night almost empty. Have we got to pull that train off because you can't fill it?"

Sure, Riley thought, pull it off. It was needed to carry service men and wartime traffic, and was misnamed. It should have been called the *Slow Local.* In the face of airline competition and faster trains which left a little earlier on other railroads, it didn't stand a chance. Riley broke a match between his fingers.

"That's still a good train, if we speeded it up and set it back another two hours to catch all the night travelers. It could use a New York sleeper, too."

"What, Mr. Riley," Cooms purred, "would you do with a faster train, and a sleeping car, when you can't get traffic for the train we have?"

"I think I could find some," Riley said.

"So," Cooms snapped. "You know where there are passengers just waiting to ride our trains, but you haven't got any of them to patronize us yet. Why don't you get some of them *now.*"

Riley was trapped. "I think I can, in my own way . . . ."

"Then suppose some night soon," Cooms was very precise, "you fill up the *Atlantic Bullet.* Do it for us. This is Monday—suppose we say any night this week."

Riley spluttered. "It's short notice . . . ."

"Oh, come, Riley, you've got some passengers just waiting to ride. Surely they will patronize the slow train for just one night until we can see about schedule changes."

"But I meant that—"

"And, Mr. Riley," Cooms interrupted, "if you fill the *Bullet* some night this week, I'll let you take my place for a year. If you don't—. I've been thinking that we need changes here. We're stagnating. We're getting complacent in a too complacent business . . . ."

TEX FARMAN, senior ticket agent from Cleveland, gave Riley a cigar as a gesture of sympathy when they sat before coffee mugs at the station lunchroom.

"Tom," he said, "Cooms sure put you in the vise and turned the handle. You should have out-thought him, brushed him off with generalities."

"I put my big feet right into it."

"How in the world are you ever going to fill the *Bullet* one night this week?"

"Probably I'm not. He just mousetrapped me into that deal."

"Yeah," the Cleveland man nodded. "But if you could do it you'd have him. He made a few promises in front of all the boys."

"How can I get traffic to fill four nearly empty coaches and a lounge car?"

"Well, you could hire Sally Rand to put on her act in every car once an hour. Or you could buy five thousand dollars worth of tickets and give 'em away."

Riley had to grin. "That's about the only answer, I guess. And put a barrel of beer in the middle of each car."

Tex was glad to furnish a bit of cheer, even if only temporary. "I'll wire New York for Vaughn Monroe and his orchestra, and we'll get Jo Stafford to sing. We'll put 'em in the lounge car and get the chorus from the gayety . . . . taxi dancing, nickle a dance."

Riley laughed, ruefully, but it was a laugh. He tucked a dime under his cup. "Let's go home."

Four days later, on an unseasonably cold, bitter gray Friday Tex Farman showed up at the Riley home before breakfast. He shared bacon and eggs, while outside the wind greeted the day with a howl and flurries of hail and sleet.

"How'd the week go?" Tex tossed a cigar beside his friend's plate and leaned back to light his own. "I saw your ads in the papers. You wrote some beauts."

Tom Riley laughed bitterly. "I've worked like a slave. Done everything but carry passengers to the train in my arms. I guess I managed to get about thirty extra fares."

Farman shook his head. "Any chance of loading her tonight or tomorrow? These ought to be your best nights."

"Not a chance in the world, outside of a free excursion and dinner in New York with Hedy Lamarr guaranteed. Look at the weather—and summer is supposed to be here."

"Yeah, Cooms wouldn't give you credit if we offered any inducements anyway."

The younger man finished his coffee and stood up. "Well, Tom, let's go. I'm taking my day off to help you. We'll fill her up somehow."

Riley thumped into his rubbers and patted his wife's arm in farewell. "We'll be home about five-thirty for a quick supper, Cathy. I know Tex will want to see Betty."

The young agent from Cleveland laughed. "That's one reason I'm here. But the first one is to fill that train. Let's go."

Tex Farman worked himself tirelessly that Friday. He had real respect for the easy-going Riley, who had taught him the trade seven years ago. He even covered the men at the bus and airline offices, free with his friendly grin and cigars.

"We've got a lot of good space open on the eleven o'clock to New York tonight," his spiel ran, "sure would appreciate any late business. Weather is kind of bad for your customers . . . try to repay you when we can . . . here's some cards . . . just telephone . . . remember, the eleven p.m. on the Eastern Atlantic . . . the *Atlantic Bullet* . . . connections to any eastern point . . . ."

Riley covered his own ticket men. "Sell 'em for the *Atlantic Bullet* tonight," he ordered. "Do anything but tell 'em all the rest of our trains are canceled. *Load that train.*"

Most of the sellers were cooperative. They had picked up the story of the Cooms-Riley clash over the gumbeat telegraph, and their sympa-

thies belonged to the genial Riley.

When Tex came into Riley's office late in the afternoon he found the passenger agent before his telephone, drawing locomotives on a memo pad. Some of them were not bad.

"Tally-ho, Tom," Tex sliced the gloom. "I'll bet we've packed her tonight."

The doodler tucked his pencil in his vest pocket and picked up a paperweight, nice souvenir from the Great Northern, a miniature engine that weighed over a pound.

"I hope so, but I doubt it. The weather is rotten. I called all the possibles I could think of. Nobody wants to travel in weather like this. Picked up three customers in the whole city."

Tex acted far more confident than he felt. "Let's go out and see what the sellers have done."

Riley sighed and got up. "Then we'll go out to the house for a bite. Maybe we can catch some late ones later in the station."

At the Pullman window Riley glanced dolefully at the diagram of the *Bullet's* lounge car and tossed it back under the grill.

"Four seats sold," he snorted. "Drawing room empty."

At the coach windows the ticket sellers glanced at their last numbers sold to New York and estimated their eastbound sales to other points. Their stories were consistent, and all bad.

"Sold less than usual."

"Usual amount sold, but I'm afraid they were all for the earlier trains."

"Think I sold four for you."

"I know of two who'll take the *Bullet.*"

The Pullman ticket seller was in the same groove. "Sold four from here. Did you look at Johnny's diagram?"

Riley nodded. "We did. The same four are on it, I guess."

They went out into the bitter night.

MRS. RILEY'S brown onion sauce over thick hamburg patties did little to cheer the two men up. Tom Riley sat silent, his usually erect shoulders despondently bent.

Tex's compliments on the onion gravy died gracefully. "Where's Betty?" he asked later.

Mrs. Riley smiled. "Since that daughter of ours went to work for the airport people, you never know. She should be in soon, though. This bad weather always makes her late."

Riley did not even look up when his daughter burst in a few minutes later, her cheeks glowing from the cold air and with a bright hello for everyone. She would have looked right on a magazine cover, beside a convertible or on skis.

"How's the aviatrix?" Tex quipped.

"Full of tricks," she smiled. "But don't forget I only guide those planes .... the brains behind the boys."

"Tough weather for it."

"Terrible. They've got ships stacked at New York like layers on a cake. Can't get them in anywhere. They'll be lucky to get them down before one or two run out of gas."

"Not such a good ad for your airlines."

"No," the girl nodded and called back as she rinsed her hands in the hall lavatory, "It happened once last winter, and we had passengers sleeping in the offices. Waiting room couldn't hold them all."

Tex chuckled. "What do they do, just sweat it out?"

"Oh, no. Some do. Some try trains or buses, and some try to get into

hotels and stay over. A lot do hang around though, hoping for a ship through."

Tex passed her the hamburg patties, fresh from the oven, and took two more himself. "Going to happen tonight?"

"Is it? Why, the place is packed already, and two flights squeezing in from the west. No break in this weather either."

Tex dropped his fork. "You mean —what do they call it—no ceiling opening up?"

"That *isn't* what we call it. But I guess those people will sleep in the offices again. And in the hallways too."

Tex grasped her arm in excitement. She didn't seem to mind. "How many?"

"How many what?"

"How many people out there? Headed east?"

"About . . . oh, maybe a hundred."

"Tom!" The lad from Cleveland was on his feet. "A hundred people out to Scottsboro want to get east! And nobody to tell 'em about the *Atlantic Bullet!*"

Riley's cup clattered to the saucer, spilling its contents into the white china. "A hundred! That's not many, but if we had a lot of luck and some more came in at the last minute . . . some tourists maybe . . . ."

Farman had his hat on, coat dragging. "No tourists in this weather, but look! Call ABC and get a bus out there. McBride will do it for you in a minute. Betty and I will round up some passengers for you!"

Riley was moving toward the telephone. "If you don't, when Cooms sees the bill for a bus he'll pop his valves, and I'll go up with the blast."

Tex tooled Riley's Buick through the bleak night, the wipers cutting pie halves on the rain-fogged plate.

"Are you sure they won't get some planes off?" he asked Betty.

"Not a chance. They might ground control some in and out slowly, but last reports had too much ice in them. Ice on everything, and building up fast."

"Ice! Good old ice. There's dollars in that ice for us if we can pull this off."

He gunned the Buick on a bad curve, pulling the rear end away from the curb with force alone. "Say, haven't you got some other airports in this burg?"

"Not for traffic. Except the Army's Heywood. They fly a lot of planes out."

"Any passengers?"

"Probably a lot of furloughed men and such. They're always hitching rides."

"I'm going to try them." He wheeled the car to a stop in front of the No Parking strip beside the airport administration building. "Where does the action take place in this stone pile?"

"The ticket offices are right through that door."

"Here we go."

The large room was hot. People sat with the dejected look of delayed travelers on every available bench. The cocktail lounge was jammed, overlaid with blue smoke which wafted back into the waiting room.

"Mr. Thompson, Mr. Thompson is wanted at the reservations desk." A loudspeaker droned through the buzz of voices, penetrating every part of the building.

Tex grabbed Betty again and spoke into her ear. "Say, where's the mike for that system?"

"At the desk behind the reservations clerks."

"Do you know the head pin?"

The girl nodded. "Bobby Barlowe. I can introduce you."

The young man at the desk looked harried. Betty gave him her trouble-chasing smile. He didn't miss a bit of it.

"Hi, Betty."

"Hello, Bobby. This is Mr. Farman. He has an announcement for your flock."

Barlowe passed out a damp hand as his telephone buzzed. "Glad to see you. About the hotel, I suppose. Sure *am* glad to see you."

He picked up the receiver, began talking. "Yes . . . it's very bad . . . No . . . No." He paused, for a long wait.

"Can I make an announcement?" Tex spoke into his free ear, talking fast. "Bus available . . . make an announcement over your public address . . . ."

Barlowe was occupied by the receiver again. He smiled and nodded at Tex and Betty. "Yes . . . westbound might get away, Mr. Delf . . . No . . . ."

TEX walked over to the microphone, caressed its nickled face with his hand and found the 'talk' button. He took a deep breath.

"Your attention, please." He spoke slowly, clearly, with long pauses. "Your attention, please . . . for an inportant announcement."

Some of the hubbub died down in the building. Some heads looked at the speakers around the walls, several faces peered out from the lounge.

"Your attention, please." Tex stepped back a few inches and smiled at Barlowe who was murmuring into his 'phone. Barlowe grinned and nodded at him, Tex bowed slightly, took a deep breath and cut loose.

"There is a fast train leaving for the east at eleven p.m. Take the free orange buses which will leave every half hour. I repeat, there is a fast express train leaving for the east at eleven p.m. Take the orange bus . . . . An orange bus will leave every half hour. The train has room for everyone . . . Pullman seats are available . . . There will be a fast train for the east at eleven p.m. Take the orange bus . . ."

Tex's solid bass tones rolled through the building. They bounced from the granite walls and enunciated their message clearly into every corner. They skipped back to Barlowe at his desk, and on the last 'orange' his telephone plopped into its cradle and he was half-wrestling with Tex for the mike. Tex surrendered it gracefully, with a look of pained surprise.

The airline man was sputtering. "I thought you had a hotel! Have to contact Mr. Pearsol about this . . . ."

Tex smoothed the ruffled air. "Why, I thought you people wanted us to come out and arrange for your customers. You send us business when you're grounded. Quite a regular thing."

Barlowe still stared at the mike, it fascinated him for a minute, then he turned to Tex. "Yes . . . but never before an announcement . . . matter of policy . . ." He rubbed his head. "Have to contact Mr. Pearsol."

Barlowe hurried back to his 'phone and Tex led Betty to the main entrance.

"You stay here and spread the word when the bus arrives if you can. I'm going to call your dad and get another bus. And I'll try that Army field. Got a nickle?"

With his own nickle he arranged with Tom for the bus, outlining the

situation quickly. Riley's roar cheered him on. Betty's nickle connected him with operations at Heywood field.

"Officer in charge, please," he said sternly. Who *did* you ask for with the Army? Tex had served a short hitch in the Navy, and he knew he didn't want any commanders.

"Corporal Norris talking." The voice sounded intelligent. "Can I help you?"

Tex threw it into the mouthpiece. "Have you anybody there in a hurry to go east? We have a fast train leaving at eleven. Fast service for all eastern points."

"Well, we've got a lot of men here praying for clearance east. Wait a minute."

Tex heard loud talk in the background, and some shouting. Another voice came into his ear, heavier, faster-talking than the first.

"This is Major O'Keefe. We've got about twenty fellows here who want to get going, if this is on the level."

"It's on the level, all right. I can send you transportation right out."

"Send it. There are about a dozen more men asleep in the Red Cross club who may want to go . . . some of them anyway."

Tex beamed. "Bus is practically there . . . within an hour anyway. Plenty of time. Tell 'em to take it easy. Plenty of room, too."

"Thanks." A long pause. "Who is this?"

"Mr. Farman. Passenger representative of the Eastern Atlantic."

"Well, Mr. Farman, have you got a sleeper compartment on that train?"

"No . . . . . but there is a drawing room open, I'm quite sure." He gambled. "Only a lounge car but . . . ."

Another pause. "Save it for Colonel Dombrowski and party. They'll drive in."

"Thank you . . ." Tex was still thanking the telephone after the connection had been broken.

He rejoined Betty, who was talking quietly with a group of anxious travelers. He drew her aside.

"Think you can stay here and make sure these people find the bus without getting side-tracked? And not get yourself in trouble with the airway people?"

She smiled. "Sure. I'm getting tired of that job anyway, but I don't think anyone will notice me. Bobby won't talk."

IT WAS eight o'clock when Farman stopped for Tom at the Riley home. Chuckling over the airport clerk's remark about 'matter of policy,' he brought him up to date.

Riley laughed. "We may fill the *Atlantic Bullet* yet, if they all come in. I'll switch the first bus that comes in onto the Heywood Field trip. A second bus is on its way to the airport."

The gas buggy arrived at the Union Station a few minutes behind them, driven by a youngster in street clothes. It was jammed with standees, who kept the few amazed redcaps busy carrying their luggage into the waiting room. Riley sent the bus to the Army field and shepherded the passengers toward the north end of the station, near the *Bullet's* regular loading gate.

Tex went into the Pullman ticket window. "How many has Johnny sold on the diagram?" he asked.

"Just those four, up to a few minutes ago," the seller answered.

The passenger man grinned. "Get ready, you're going to sell out."

"On a night like this? Not much."

"I've got five says you sell the car before ten o'clock."

The seller, who'd come from the telegrapher's roster, was used to estimating situations. He thought of the falling sleet. "Drawing room, too?" he asked cagily.

"Drawing room, too."

"It's a bet!"

Tex went into one of the telephone booths and reserved drawing room A for Colonel Dombrowski's party. He hung up before the reservations

A crowd of pushing, yelling passengers flattened Cooms back against the wickets

clerk could connect him with the Pullman window.

At the coach windows Tex found Riley talking with Cooms, who had dropped in to check the *Bullet*. Cooms was talking around a cigar.

"I see you've stimulated a little more business, Tom. Too bad you couldn't fill her up."

Riley crossed his fingers in the pocket of his raglan. "I guess you might as well let me run the passenger men's meetings for the next year. The *Bullet* is going to be full tonight."

Cooms smiled and shook his head. "I really admire your energy, but this will be a good lesson for you. Don't make promises you can't keep, or bargains you're not sure of."

The general passenger agent was standing directly between the four coach-ticket windows when the second bus arrived from the airport, followed by the first trip from Heywood Field. One minute he had his head down, lighting a cigar. The next he was surrounded by a crowd of pushing, babbling men and women, who milled in two uneven lines before the wickets. The Pullman man was also mobbed.

Cooms pushed his way through the crowd, joining Riley and Farman who had retreated before the rush.

"Say," Cooms sputtered, "where are all these people coming from?" His cigar had been crushed and he threw it on the floor. Tex looked pointedly at the cigar and then at a rubbish container nearby.

"You might say we got 'em out of the air," he said. "Right out of the air!"

Cooms snorted and surveyed the station with a practiced eye. "Well, I dunno where you dug 'em up, but the *Bullet* better take on a couple of extra coaches. If there are no seats out of here the station east will get stuck."

He went over to a stationmaster's 'phone box.

Through the station's main entrance strode a tall man in a khaki greatcoat with eagles on his shoulders. Tex raced for him and then his mouth dropped. A steady stream of men followed the imposing figure, a handful of officers and a throng of enlisted men pouring through the doors, laden with bags and luggage-packs of all descriptions. Tex estimated ten—twenty—thirty. . . .!

Colonel Dombrowski smiled. "Our party usually travels in two C-47's. Just four of us in the drawing room."

He produced a book of travel orders. "Where will I make out these forms?"

Tex led him carefully to the door behind the ticket partitions, and then found a break in the people trying to buy the long-exhausted lounge car seats. "Hi, Johnny," Tex said. "This is Colonel Dombrowski. He has that drawing room reserved and will you get him a bunch of government order coach tickets?"

Johnny took his copy of the car diagram from its clip on the wall and nodded, picking the green first-class interline form from the rack with an automatic motion. Then he stared at Tex. He pulled out his wallet and passed a five-dollar bill to the agent from Cleveland.

"Just one thing," he said as he ran quickly down the form with his government order stamp. "Where did you and Riley dig up all these people?"

"Oh, we had 'em on ice all the time." Tex grinned as he put the money in his pocket. "You might say we found dollars on ice!"

Photos by Frank Quin, 8414-88th St., Woodhaven, N. Y.

Short line freight? No; DL&W's Consolidation 356 eastbound near Paterson, N. J. Alco-built in 1910, she was modernized by application of superheater

Locomotives of the Delaware, Lackawanna & Western

Steam Locomotives

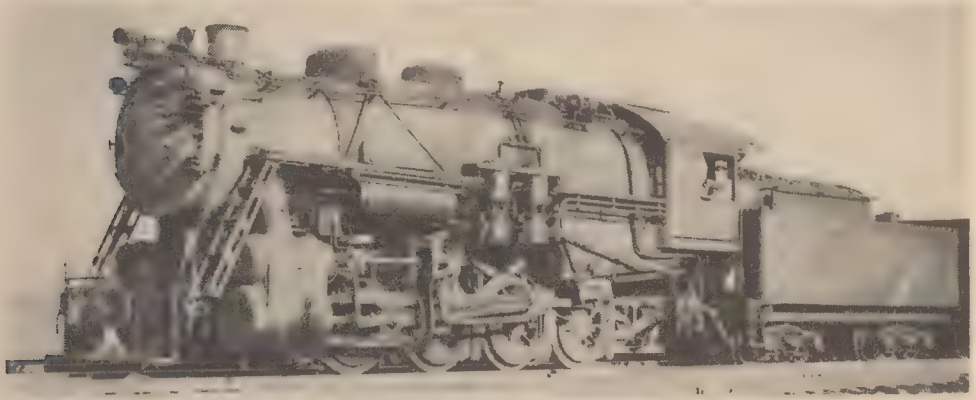
Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder and Date
			0-4-0 (Switcher) Type			
7	16 x 24	44	190	97,150	22,551	Baldwin, 1922
			0-6-0 (Switcher) Type			
98	19 x 24	51	170	129,224	24,463	Alco, Cooke, 1903
120	19 x 24	51	170	155,675	24,463	Alco, Schenectady, 1908
124	19 x 24	51	170	129,224	24,463	Alco, Schenectady, 1908
128, 132, 133, 135	19 x 24	51	170	132,500	24,463	Alco, Schenectady, 1909
139, 144	19 x 24	51	170	133,000	24,463	Alco, Schenectady, 1910
			0-8-0 (Switcher) Type			
163, 167	22 x 28	57	200	208,000	40,418	Luna, 1912
172–175	22 x 28	57	200	208,000	40,418	DL&W, 1914
176, 177, 179–183	22 x 28	57	200	208,800	40,418	DL&W, 1916–1917
201–207	27 x 30	58	210	258,000	67,300	DL&W, 1929
208, 221	27 x 30	58	210	265,500	67,300	DL&W, 1929–31
222, 226, 230	27 x 30	58	210	265,500	67,300	DL&W, 1931–32
227, 229, 233, 238	27 x 30	58	210	265,500	67,300	DL&W, 1932–33
231, 232, 234, 237	27 x 30	58	210	265,500	67,300	DL&W, 1933
239–242, 244, 245, 247, 248, 251, 252, 254–258	27 x 30	58	210	266,600	67,300	DL&W, 1934–35
243, 246, 249, 250, 253, 259, 260	27 x 30	58	210	266,600	67,300	DL&W, 1934–35

Photos at top and bottom from Theo. A. Gay, 156 Van Buren, Teaneck, N. J.

Switcher Number 7, snapped by the camera man when she was only twelve, looks all of her twenty-six years as she rests in the Scranton, Pa. yards

Massive eight-wheeled Number 240, pictured on switching duty at Secaucus, N. J., in 1938, is a home-made engine. *At bottom:* Class F Mikado used in pick-up service, for mine runs and transfer jobs.

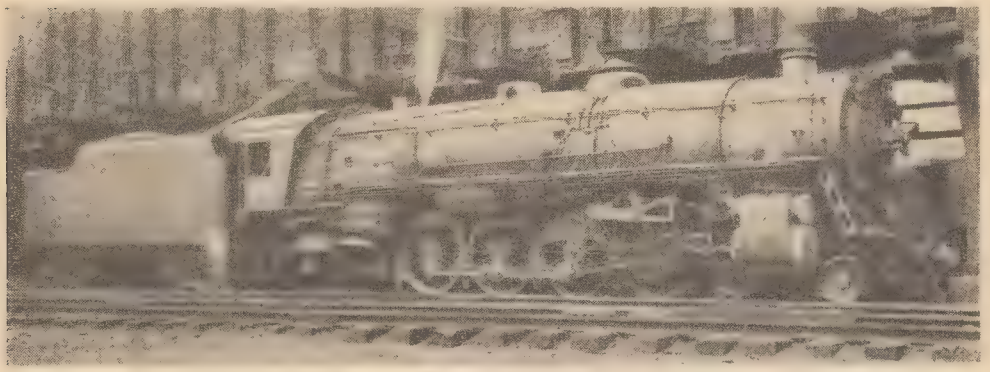
Photo from R. P. Morris, 214 Gelston Ave., Brooklyn, N. Y.



Photos from Thomas T. Tabor, 43 Hillcrest Rd., Madison, N. J.

Pacific-type 1120, one of six 4-6-2s outshopped in 1920, has tractive force 3,000 pounds greater than the earlier Ks, relegated to commuter service prior to '44

Below: Originally constructed at Brooks with three cylinders, the 1451 was rebuilt as a conventional two-cylinder type. She was retired in 1945



Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder and Date
			2-6-0 (Mogul) Type			
547	20½ x 26	63	200	171,500	29,484	Alco, Schenectady, 1909
			2-8-0 (Consolidation) Type			
351,353, 355, 357–360, 362, 363, 365, 367, 370, 373	21 x 26	57	200	190,000	34,197	Alco, Schenectady, 1910
356, 364, 366	21 x 26	57	200	190,000	34,197	Alco, Schenectady, 1910
724, 728–732, 735, 736, 739	21 x 26	57	200	190,000	34,197	Alco, Schenectady, 1909
787, 789	21 x 26	57	200	178,000	34,197	Alco, Schenectady, 1908
790, 791, 796	21 x 26	57	200	178,000	34,197	Alco, Schenectady, 1908
798, 799	21 x 26	57	200	190,000	34,197	Alco, Schenectady, 1909
			2-8-2 (Mikado) Type			
1224, 1227	28 x 30	63	190	312,500	60,300	Alco, Schenectady, 1913
1231–1237	28 x 30	63	200	321,000	63,500	Alco, Schenectady, 1916
1239, 1240, 1242–1244, 1246, 1248–1252	28 x 30	63	200	321,000	63,500	Alco, Schenectady, 1918
1253–1262	28 x 30	63	200	328,000	63,500	Alco, Schenectady, 1920
2107, 2108, 2111, 2116, 2117	28 x 32	63	200	356,500	67,697	Alco, Schenectady, 1922
2132, 2135, 2136	28 x 32	63	200	356,500	67,697	Alco, Schenectady, 1923
2141, 2150	28 x 32	63	200	362,500	67,697	Alco, Brooks, 1924
			4-6-2 (Pacific) Type			
1104, 1107	25 x 28	73	200	284,000	40,700	Alco, Schenectady, 1912
1112	25 x 28	73	200	290,000	40,700	Alco, Schenectady, 1914
1115–1119	25 x 28	79	210	301,000	39,541	Alco, Schenectady, 1922
1120–1125	25 x 28	79	210	302,000	39,541	Alco, Schenectady, 1920

Numbers	Cylinders	Drivers	Pressure	Engine Weight	Tractive Effort	Builder and Date
1126–1130	25 x 28	79	210	300,000	39,541	Alco, Schenectady, 1917
1131–1135	27 x 28	73	210	305,500	49,900	Alco, Schenectady, 1913
1136–1140	25 x 28	79	210	301,000	39,541	Alco, Schenectady, 1923
			4-6-4 (Hudson) Type			
1151–1155	26 x 30	80	225	375,000	48,481	Alco, Schenectady, 1937
			4-8-2 (Mountain) Type			
2204, 2206, 2208	25x28&32	63	200	394,000	77,600	Alco, Schenectady, 1926
2224	25x28&32	63	200	395,000	77,600	Alco, Schenectady, 1926
2227, 2228, 2230, 2233, 2234	25x28&32	63	200	397,500	77,600	Alco, Schenectady, 1927
			4-8-4 (Pocono) Type			
1501–1505	27 x 32	77	250	421,000	64,500	Alco, Brooks, 1927
1601–1620	28 x 32	70	235	418,000	71,600	Alco, Schenectady, 1929
1621–1628	28 x 32	70	235	429,000	71,600	Alco, Schenectady, 1932
1629, 1630	28 x 32	70	235	432,000	71,600	Alco, Schenectady, 1935
1631–1648	28 x 32	74	230	447,000	66,279	Alco, Schenectady, 1934
1649, 1650	28 x 32	74	230	447,000	66,279	Alco, Schenectady, 1934

Diesel Locomotives

Numbers	Drivers	Horsepower	Engine Weight	Tractive Effort	Builder and Date
			B-B (Switcher) Type		
401–404	40	600	203,000	50,750	Alco, 1933
405–408	40	600	203,000	50,750	Alco, 1934
409–411	40	600	197,500	49,500	Alco, 1940
427–437	40	600	199,500	49,500	EMD, 1940
450	40	600	204,000	51,000	GE, 1933
451–455	40	600	204,000	51,000	GE, 1934
461–465	40	1000	247,000	62,500	EMD, 1945
475–479	40	1000	230,000	57,500	Alco, 1945
3001–H1 #2	38	300	132,700	36,000	Ingersoll-Rand, 1926
			3 B-B (Road Freight) Type		
601–604	40	4050	692,200	168,500	EMD, 1945
605–606	40	4500	692,550	168,990	EMD, 1946
			2 B-B Road Freight) Type		
651–654	40	2700	461,490	112,620	EMD, 1945
655–656	40	3000	461,590	112,640	EMD, 1946
			3 B-B (Passenger) Type		
801–802	40	4500	734,990	175,860	EMD, 1946

Thirteen years between first switcher and first passenger Diesel marks progress of the type on the Lackawanna. Number 802 is latest edition

Courtesy Delaware, Lackawanna & Western

Photo from Samuel L. Harris, Bay Head, N. J.

Pennsy's famous K-4 Pacifics underwent extensive face-lifting recently. Solid pilot, raised headlight and placement of generator under the latter account for changed appearance. Small lens above keystone projects foglight down the track

On the Spot

MILWAUKEE ROAD fan, Jim Scribbins, 1609-A West Center St., Milwaukee 6, Wis., was delighted with our Dec. '47 cover painting of a Milwaukee Dieseliner. "The big 6000-hp. jobs do not run through this city in regular service," he writes, "though they were broken in here after delivery. Seventy-minute Chicago-Milwaukee runs are now everyday occurances for trains 101 and 15, both powered by 400-hp. Electro Motive Diesels. The officials tried running the F-7 Hiawatha Hudsons on the *Olympian Hiawathas*, Numbers 15 and 16, for a while last summer, but those engines seemed unable to make the 70-minute running time as the Diesels do, and consistently took 75 minutes between the two big cities."

Andrew Spishak, 718 Adeline St., Trenton 10, N. J., who says he wants to put his "two cents' worth in the steam-Diesel controversy," takes exception to W. J. Barnes's comments in Jan. *On the Spot*. He declares: "120 cars being hauled by a 4-unit freight Diesel at 40 mph. on the Boston & Maine must be remarkable indeed to have Mr. Barnes rave about it. But really, Mr. Barnes, I could rave over only two of the B&M Berkshire-type steam engines doing such a stunt.

"The Diesels," he adds, "have been able to show good earnings due to the fact that they have been hauling maximum loads on choice runs, but what will they do when competition increases, business drops, and the brass hats no longer tie 100-car trains to the tails of those million-dollar babies? The other day I saw Pennsy hotshot train NE-1 heading southward from Greenville yard to Baltimore with two P5 motors and only 11 cars."

* * *

MONORAIL mentioned by A. J. Franck in January *On the Spot* operated on City Island from July 15, 1910, to March 16, 1914, but was purely experimental, according to a booklet, *Toonerville of the Empire State*, by Felix E. Reifschneider, 517 Woodlawn Blvd., Orlando, Fla.

Will H. J. Walraven, Long Beach, Calif., who recently sent four manuscripts and a dollar bill to the *Railroad Magazine* office please communicate with the editors, giving his full address?

Fred W. Bogart, 1606 Linden St., Scranton, Pa., writes: "A question in your October '47 issue is answered by referring to the Erie & Wyoming Valley as a narow-gage line. Being a former employe of this road, I can assure you it was and is standard-gage, now part of the Erie's Wyoming Division. Regarding the three small locomotives you mention as having been built by the Pennsylvania Coal Co. in 1880, these also were standard-gage.

They were in switching service on the company's Gravity Railroad, which was abandoned upon the opening of the E&WV in '85. Only one of them was a three-cylinder type. As a shopman I worked on her."

* * *

CRITICIZING part II of "Canada Rolls Its Own" (Dec. '47), William Baird, Jr., 17 Forest Rd., Toronto 12, Ont., Canada, says that author William L. Rohde infers that the Canadian National was totally responsible for hauling the Royal Train when the present King and Queen visited the Dominion.

"Actually," he states, "the train was hauled over Canadian Pacific tracks by Royal Hudson locomotive No. 2850, westbound—a matter of 3200 miles. The trip pased without incident to mar so long a run of the same engine. Rohde predicts the possible absorption of CP by the Government-owned system, but offers no facts to support this forecast. I do not believe

Courtesy Canadian National

First of thirty new passenger coaches to go into service on Canadian National lines in February. Smoking permit was cheered by many; disliked by a few

such a consolidation will ever come about. So large a Government monopoly would not be good for a country. I do not think our people want to pull the props from under private enterprise. We in Canada are lucky to have two excellent, well-run railway systems working together to serve us to the best of their ability. Neither system should be highly rated at the expense of the other."

Canadian National stationmaster John Kramer, Detroit, Mich., writes: " 'Canada Rolls Its Own' is very interesting, but we boys at this office cannot understand why it failed to mention the CN transportation facilities between Windsor, Ont., and Detroit, by which I mean the car ferries *Lansdowne* and *Huron* plying the Detroit River twelve months a year."

First road Diesels to be ordered for Canada are now being built by the Electro-Motive Division of General Motors—two Diesel-electrics, each three units of 1500 hp., for the Canadian National, capable of heavy freight duty at 50 mph. or pulling long Pullman trains at speeds up to 102 mph., reports F. O. Ellis, 36 Rusholme Rd., Kitchener, Ont., Canada.

Another Canadian reader, Norman Dartnell, 102 Bole St., Chilliwack, B. C., resents a recent statement made by someone in *Railroad Magazine* to the effect that the Canadian Pacific is twenty years behind the time. He says that, so far as he has been able to discover, CP trains are equipped as modernly as those in the States. He wants us to publish more CP pix and information.

* * *

VETERAN of the American Railway Union strike of 1894, F. S. Parker, 4620 43rd Ave. S., Seattle, Wash., testifies, "I was one of the bunch that got the crane with a broken neck"—meaning, of course, the type of service letter that identified him as a participant in the so-called "Debs Revolution." Mr. Parker did most of his railroading on the Great Northern and is proud of his knowledge of that road's history.

He writes: "Jim Hill ran a lumber yard at St. Paul in addition to his railroad, buying the wood from farmers along the line, and did so well with it that he was able to keep the road going in the early days when it did not pay its own way. After a while he sold out his lumber business and concentrated on the railroad.

"My grandparents lived in Sauk Centre, Minn. When I was a young fellow I spent the winters there. For a time Melrose was the end of the line, nine miles by stagecoach to Sauk Centre. Word got out that the road wanted ties, and every farmer who had a stand of white oak got busy building tie camps. I landed a job in one of those camps.

When it was closed down in the spring I turned to loading tie trains, the

ties having been hauled out to the right-of-way and racked there.

"That spring the end of track reached Evansville. Spring rains caused the cut east of Alexandria depot to slide in and fill from four to six feet deep. Foreman Nelson took his outfit to Alexandria to clear the track. We put sideboards on the flatcars, backed into the mud as far as we could go, removed our shoes and socks, rolled up our trouser legs, jumped into the mud and shoveled it by hand into the cars. Some job! It took about three weeks. That was before the days of steam shovels.

"One day the Sells Circus came to town. Our brakemen headed for town without leave, so Mr. Nelson handed me a switch key, telling me to get the engine out of her stall and couple up. That really started my railroad career. The work train laid up at harvest time. All the crew quit to work for the farmers at $2 a full day (sunrise to sunset), which was 75 cents more than the railroad paid for an equally long working day.

"Leaving the train at St. Cloud, I went down to Minneapolis and blew in my cash, after which I got a job braking. While staying at the Spotswood Hotel in Wilmer in the winter of 1880, I caught a bad cold. The railroad company had no doctor then, so Trainmaster Kemp gave me a pass to Sauk Centre, where my old grandmother soon had me as well as ever. Later I worked for the St. Paul & Pacific, then for the Chicago & North Western, eventually returning to my alma mater. I was promoted to conductor and settled down at Grand Forks with a bride, but lost my job in the ARU strike.

"In 1901 I trekked further west to work on the Seattle & International (now Northern Pacific). After being thrown from the top of a train and being laid up 60 days as a result, I quit railroading and served three terms as city marshall at Columbia City, Ore. Am now 87. My wife died 56 years after our marriage; but I still have two sons, one a Navy commander, the other a bus driver."

HOOFBEATS of more than a century ago echoed down the corridors of Time the other day when workmen excavating the property at 86 Maiden Lane, Albany, N. Y., to provide enlarged quarters for International Business Machines, unearthed an ancient cistern, 10 by 18 feet, which, according to T. V. Flannery of Albany, had been used to water the horses owned by the old Mohawk & Hudson RR., the New York Central's first unit. The M&H ran between Albany and Schenectady, N. Y.

Shortly before January 1, 1833, the railroad company had erected at that point a hotel known as the Railroad House. Part of the building was a stable housing the hay-burners. At that time, reports the NYC *Headlight,* it appears that a new record was added to the lexicon of American railroading—*hostler,* i.e., horse handler, designating a railroad employe whose duties consisted of general stableman and coupling and uncoupling the horses of stagecoach-type trains. That word is still a railroad term, but is now used in connection with the handling of locomotives rather than horses. Horses were used as M&H motive power in Albany in 1833 because of a sharp grade eastward from Hawk to Eagle St. and the absence of brakes on steam engines of that period.

* * *

TRAIN OF TOMORROW had its precursor in a General Motors component as long ago as January 1, 1906, according to Charles O. Egerton, 216 Pearl St., Springfield, Mass., who writes:

"On that afternoon I was working as a draftsman in the Olds Motor Works at Lansing, Mich., when Chick Bamford, operator of the new motorized inspection car, invited: 'Any of you guys who want the new car, this way out!' I was the first man through the door. Having previously completed the engine-assembly drawing for that job—a two-cycle machine, not unlike the present Electro-Motive Diesels—I was naturally curious to know how she'd run.

Photo from Eugene Theleen, 1508 Versailles Ave., McKeesport, Pa.

Converging steel on Waynesburg & Washington, 3-foot pike in southwestern Pennsylvania. Shot taken near Main Street station in Washington, Pa., August, '38

"Just outside our offices and shops lay the tracks of the Lansing Manufacturers RR. The tracks came down grade into the yard on a wide radius curve and fanned out. There stood what looked like an oversized yellow hand-car, with its two-cycle engine warmed up and purring smoothly. Nine of us got aboard. Away we went, around the curve and up the slope toward North Lansing.

"It was the thrill of a lifetime to sit there and, to the accompaniment of singing flanges and rail-joint clicks, under a completely unobstructed 'Astra Dome,' enjoy the passing snow-covered landscape. Our car negotiated the two percent grade easily. Having no train orders, Chick decided to return, after about a mile or so.

"The automobile-type gear shift slipped neatly into reverse and we headed back. Making about twenty mph. downhill, we entered the big curve into the yard. At this point Chick made a service application. It didn't seem to reduce the speed much, so he pulled harder on the lever, with only a slight deceleration. We were pretty well around the curve, doing about 15 and rapidly appoaching a string of boxcars parked on the yard, when Chick, realizing that a collision was inevitable, yelled for us to jump. We all bailed out and, without major injury, watched the derelict approach its doom.

"The unprotected engine cylinders, just about coupler-high, made contact just before the car platform hit the boxcar wheels. After the dust lifted, it was found that the shattered cylinder block had been sheared completely off the crank case. Just how Chick and Designer J. C. Austin explained the brake failure to the brass hats I never knew. That accident cancelled the car-building program and caused the retirement of an embryonic GM unit from the railroad field."

* * *

PRESIDENT of the 5-mile Cassville & Exeter Railway in Missouri, Mrs. Ida Gardner Dingler died recently at her home in Cassville, Mo. The line was organized in 1896 as the Cassville & Western by a group of local farmers and merchants, after the through line, the Frisco, had missed the town of Cassville. Mrs. Dingler assumed the presidency upon the death of her husband, David Dingler, in 1932, she being one of the very few women railroad presidents in history. During World War II the C&E was managed largely by her and her daughter-in-law, Mrs. Ray Dingler, while the latter's husband was with the armed forces. The family had operated this tiny road for more than 25 years. Originally using a steam engine, Number 20, the *Mary Ann,* the C&E in recent years has been depending upon a rail motorcar, reports Harry Epstein, who sent us this item.

Photo from C. F. Black, Cassville, Mo.

At Exeter, Ill., station stop on Frisco's mainline, C&E's 4-6-0 with a drag of freight that's plenty long for its 4.9-mile track. Biggest freight items are strawberries and apples

LANDMARK. Where the Alabama Great Southern crosses Tombigee River near Epes, Ala., an iron-fenced plot on the right-of-way near the bridge marks the last resting place of a drawbridge-tender who didn't want even death to separate him from the bridge he had twice helped to build, we learn from H. A. Metcalfe, Southern Railway division engineer, Birmingham, Ala.

In 1865 the bridge's brick piers rose bare from the river, just as they had stood since before the Civil War began. Among the workmen who laid the wood-truss drawbridge across those piers was an imigrant Scotsman named William Harvey Davis. When the AGS was opened in 1871 for through service between Meridian, Miss., and Chattanooga, Tenn., he put in a bid for the job of bridge tender and was almost immediately given that position.

Ten years later Davis helped replace the wooden bridge with an iron span. While doing so, he bought two acres of land on a nearby bluff and built himself a home there. More and more he became attached to the railroad and the bridge. He often remarked that when his time came he'd like to be buried on the right-of-way near the span. In 1886, with the company's permission, he interred his 13-year-old daughter there, and a year later he was buried beside her.

The years have sped and a heavy electric lift span carrying two tracks now stand in place of the old bridge. But for more than half a century the company has cared for these two graves as a tribute to the man so loyal that he wanted to sleep forever in the shadow of his bridge.

DONALD COLE*

has switched to Calvert because Calvert is smoother

*of 1221 Whitney Bldg., New Orleans, La.

CALVERT RESERVE Blended Whiskey—86.8 Proof—65% Grain Neutral Spirits. Calvert Distillers Corp., New York City

Photo by Wm. B. Gwaltney, 2808 Kimball Terrace, Norfolk, Va.

Norfolk Southern's Berkley-Norfolk train. Engine 114 is a ten-wheeler

NORFOLK SOUTHERN trip described by H. T. Crittenden (Jan. *On the Spot*) prompted William B. Gwaltney, 2808 Kimball Terrace, Norfolk 4, Va., to retort that in one instance the NS's new management is worse than the old for discontinuing passenger service on the Virginia Beach line.

"The present NS officials are more bus-minded than their predecessors," he writes. "The Virginia Beach service was given by five railbuses numbered 101 through 106, except that Number 104 had been destroyed in a wreck with a motor truck a few years ago, the motorman being killed. Company officials have petitioned Virginia and North Carolina commissions for permission to discontinue the use of passenger coaches on trains Numbers one and two between Norfolk and Raleigh. Presumably they would use the railbuses instead."

* * *

MEMORIES of his youth surged over Isaac O. Bell, 2903 San Jacinto St., Dallas 1, Tex., as he read "Uncle Nat" (Dec. '47), in which J. W. Hinds related his experiences as a railroader on the Galveston, Houston & Henderson. Says he:

"I was reared at La Marque, which Hinds mentions. As a boy I loafed around the station there, watching the trains come and go. I remember the names of several men he refers to. The GH&H of that day ran a fast train called *The Sea Wall Special,* whose speediest engine, Number 82, was clean, beautiful and gilt-trimmed. On one occasion Condr. McDonald jocularly threatened to charge a fat woman passenger two fares because of her corpulence."

* * *

MIXED TRAIN DAILY, the new book by Lucius Beebe and Charles Clegg, was recently put on trial by the radio program, "Books on Trial." Thomas T. Taber, founder of the Railroadians of America, made the following statement for the defense:

"Gentlemen of the Jury—The author of this book graphically presents an excellent picture of the nationwide indispensible service rendered by the independent short line railroads of the United States. As a nation, we are apt to take things for

granted, and we seldom appreciate the water until the well runs dry. Consequently, Mr. Beebe has done a splendid service—both for the humble short lines, and for our country, by sharply focusing public attention on these unobtrusive, hardworking, seldom publicized—or even understood—little local railroads.

"Gentlemen, there will always be parts of our great country where the large hospital, the huge department store, the daily newspaper, and the main line railroad with its speeding streamliners and hundred car freight trains, cannot make a living. It is in these areas that the country doctor, the modest general store, the weekly newspaper, and the mixed train daily, render the personalized and essential service that means so much to their scattered patrons and friends.

"The country doctor and the little railroad earn only a modest living. They never grow wealthy, but are happy in their lives dedicated to serving their fellow men —always maintaining the warm, personal interest in each of their patrons—which policy is so sadly lacking on the large, remote-controlled mainline railroad of today.

"Gentlemen, initiative, ingenuity, independence and self-respect, are virtues which made America a great nation, and today they may still be found on our little local railroads. With expenses crowding revenues, they remain solvent, proudly pay their taxes and bills—and sometimes dividends. They maintain their own right of way, and base their friendly personal service on the needs of their many patrons.

"Gentlemen—May the mixed train daily always serve us!"

* * *

Photo from LeRoy A. Dalhaus, 250 S. 10th St., Wood River, Ill.

Rail motor bus owned by Illinois Terminal RR. makes six trips daily between Alton and Grayton

SPOT, the mongrel mascot of the Sloss-Sheffield Steel & Iron Co., Birmingham, Ala., "knew and could understand every whistle and other signal used by railroad men," says John Hayden, retired engineer, who trained Spot to jump onto the footboard of slowly-moving switch engines, five years ago when the dog first came to the yard as a pup. But one day Spot missed his step. The yard men and the office girls buried him beside the tracks, reports W. T. Willingham, 3520 Court St. S., Birmingham 5, Ala.

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1 "It's F-N, the test for men!" Scratch your head —if you find dryness or loose dandruff you need Wildroot Cream-Oil. Buy the large economy size.
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CREAM-OIL CHARLIE SAYS: "IT CONTAINS LANOLIN!"
3 TUNE IN: 2 NETWORK SHOWS! "The Adventures of Sam Spade" Sunday evenings, CBS Network; "King Cole Trio Time" Saturday afternoons, NBC Network.
WILDROOT CREAM-OIL HAIR TONIC

Home for veteran engines is Carillon Park "South Station" above. Window view is of 1851 B&O grasshopper type, one of many famous locomotives owned by Col. E. A. Deeds of Dayton, O.

ALTHOUGH the demand for freight cars has been steadily increasing, even exceeding that during the war, passenger traffic has been declining since the war, according to figures from the Association of American Railroads. Last year the roads of this country handled the greatest peacetime traffic in history. Measured in tons of freight hauled one mile, the 1947 traffic was 647 billion revenue ton-miles. That was 45 percent above the figure for 1929, the record year prior to World War II, and only twelve percent below the peak of wartime traffic. It is interesting to note that the tractive power of steam locomotives last year averaged 54,523 pounds, an increase of 21.7 percent since 1929.

* * *

PROBABLY for the first time in history, an American railroad car has been named for a Negro. J. M. Smith, 2578 Rose Walk, Berkeley 8, Calif., reports that this honor was conferred upon Oliver Millet, who had ridden the Southern Pacific's *Del Monte Limited* for 32 years as parlor-car attendant. When Millet retired recently after 45 years of railroad service, the *Del Monte's* customers did something about it. Besides giving him a wrist watch, they told SP officials that without Mr. Millet the *Del Monte* would no longer be the *Del Monte*. So the SP brass hats named the train's lounge car *Oliver Millet* —the first time that any employe of the company has been so honored.

* * *

DERAILMENT of a freight train usually means the strewing of cars along the right-of-way. E. M. Lewis, Elmhurst, Ill., tells of an oddity that occurred on the Milwaukee-Chicago double-tracked "freight line" of the Chicago & Northwestern the other day. A southbound 98-car freight train pulled out of its water stop at Bain, Wis., just over the Illinois state line, about 2 a.m. A mile and a quarter further on, the 37th car, a NYC box loaded with lumber, dropped on the ties and bounced along, destroying ties right and left. In the next two miles several plank road crossings disappeared, but still the train crew failed to notice anything wrong. Five and a half miles later on, at Eddy, Ill., the train ran through a trailing switch and the wandering car de-

railed itself. The derailment might never have been discovered but for the fact that the violent motion in rerailing broke an air hose, dynamiting the drag. Total damage: 680 ties broken, 600 other ties cut, five plank road crossings removed, one air hose snapped.

* * *

BRIDGES. "Steel Across the River," H. H. Gross's article (Jan.-Feb.), led Dr. Clyde I. McCumber, Lewiston, Ill., to comment on an unusual engineering feat accomplished recently on the Nickel Plate road, when a 600-foot bridge was replaced. This bridge crossed the Mackanah River near Peoria, Ill. A new structure was built on rollers beside the old one. As the old span was moved out, the new one was shoved into its place. The entire replacement job took less than 15 minutes, without interrupting railroad traffic.

* * *

REMINISCENCES of wartime railroading in Europe come from D. E. Sheeran, former road foreman of engines, 728th Railway Operating Battalion, who is now superintendent, Atlantic District, International Railways of Central America, at Guatemala.

"The 728th was operating the depot railway at a large Army supply base at Sudbury, Staffordshire, England," he writes. "We had ten locomotives assigned to the depot: a 2-8-0 type Baldwin road engine; eight switchers, side-tank 0-6-0s built by Baldwin, Alco, Lima, Davenport and Porter; and one heavy 0-6-0 British-built goat with controls on both sides and port-holes instead of windows for the hogger to stick his head out. This British engine, the 5064, was so hard to run that all the crews avoided her when possible. In addition to many other faults, she had no hand brake.

"There was but one stall in our enginehouse, with the track running through and out the back. The doors were the type that raised and lowered like an old-style pigeon-hole desk top. Each door measured about twenty feet high, 15 feet wide. As the enginehouse lead came into the yard near the yard office, the train crew reported to the yard while the engine crew got out their engine with no help from the brakemen.

"One night Engr. Henry C. Heiner and his fireman reported at eleven o'clock for the third-trick job. Their locomotive, one of the American-built six-wheelers, was standing first out on the lead, coupled to the 5064. Behind them stood the enginehouse, 1000 feet away. Heiner and his fireman got their engine ready, cut off the 5064, and started out for the yard office. They proceeded slowly, working the water out of the cylinders. The hostler, who had left the engine outside, evidently had forgotten to center the Johnson bar on the 5064. Later we learned she had a leaky throttle.

"Freed from the restraint of Heiner's engine, the 5064 took off on her own but in the opposite direction, toward the enginehouse. In her start of 1000 feet she picked up to about 15 miles an hour. Then

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HEADACHES NEURALGIA

Photo from Keystone Pictures, Inc.
Chief of British Railways, Sir Cyril Hurcomb, appointed when government took over rail lines January 1st of this year

she plunged through the front door of the house, bringing the roll doors down with a crash and wrapping them around her cab and boiler. She rambled on through the building, took down the back door, rammed into the 1404 which was standing behind the house, and boosted the 1404 upon the concrete bumping post. Then she reversed herself, for no good reason, and took out through the enginehouse again, still draped with the wreckage of the two doors.

"The shopmen had scattered when the runaway made her first entrance. Upon her return, running about ten mph., she was thrashing the wrecked doors around so violently that they couldn't get near the cab to stop her. She steamed out through the front door, now wide open, heading for the yard. Heiner was still on the lead track, moving at about a mile an hour and oblivious—but not for long!—of the confusion behind him. The Limey goat overtook him as he was drifting out into the yard, and hit him. After the shock of the sneak attack from the rear, Heiner stopped his engine and halted the runaway's travels.

"From then on, the 5064 was chained down whenever she was left alone. The hostler, besides being called on the carpet, was unpopular with the shopmen, for without doors the men had to work in the gentle breezes of an English winter. The 5064 was tough, there wasn't a scratch on her, while the 1404 and Heiner's engine had broken frames and pilot beams."

* * *

"NEVER in all my 35 years of railroading did I see an accident come closer to a person and miss," states J. W. Wolf, assistant superintendent of the Milwaukee Road's H&D Division, Montevideo, Minn., writing in the Olivia, Minn., *Times-Journal*.

"That night," he relates, "I was in the cab of a Diesel locomotive on the *Olympian Hiawatha*. Approaching Olivia, the horn was sounded, its deep moans penetrating the air—two long, one short, one long. Closer to town, the warning was repeated and the bell sounded its monotonous *bang, bang, bang*. The Mars headlight waved its warning from side to side, while our conventional headlight glared down the center of the track as the streamliner raced on its course toward the Pacific Coast.

"We in the cab were relaxed. Surely, no one would disregard all those warnings and cross in front of our train. But just as we approached Olivia depot, the headlight illuminated the precious form of a little girl about twelve, wearing a red coat loosely on her shoulders, running northward directly in our path! The four men in our cab were keeping a sharp lookout ahead. The blood rushed to our heads. There was a groan. A second of silence. Then a sigh as we shot past the crossing.

"Yes, the girl won—by a margin of four feet! The rush of air as we swished by ruffled the pretty red coat and sent it flying almost over the girl's head. But, young lady, don't you think it was a senseless race? Had you tripped, had you hesitated only a fraction of a second, the race would have been a tie. What a catastrophe it would have been for all of us.

We are more than happy that you won!"

* * *

LEROY PALMER'S article, "Copies" (Oct. '47), recalled railroading of 45 years ago, as it was when H. O. Mann, now traveling auditor, New York Central system, began his rail career on the Boston & Albany. "In the illustration," he writes, "the old bracket lamps and even the telephone insulators on the operator's chair gave me a touch of homesickness. The only thing missing—and I imagine it is there under the operator's bench—is the old gravity battery.

"I had worked at railroading for about a week when I was temporarily laid up by an accident to a copying press due to a fellow clerk's carelessness. The press was a whale of a big one, with a large bar instead of a wheel for tightening it. While a big cooking of tissues ('cooking' was the word we used in those days) was in the press, the pin holding the screw to the top plate came out and could not be replaced at once. It was necessary to get the waybills on their way, so the chief asked two of us to lift the plate up off the book, telling us not to let go till he said so. The other fellow let go too soon, and I had five finger-tips split open. The scar still shows on one of them.

"Palmer's mention of the agent's pride in displaying good copies of reports to the traveling auditor brings back a happening in my early days as a clerk when our copies suddenly went blurry. In walked the traveling auditor—C. L. Cormier, who later became my boss and is now retired chief T.A. of the entire system. Mr. Cormier asked who had press-copied the reports and offered to show me how the job should be done. He had no better success than I'd had, but with the persistence of his craft, he discovered the trouble had been caused by frozen copying ink.

"On another occasion a color-blind bill clerk reversed the inkwells without knowing it. All that day's billing was written in blue ink and had to be recopied."

* * *

STILL seeking a railroad engine of the type manufactured by the Cincinnati Locomotive Works in 1850, is Col. E. A. Deeds, industrialist of Dayton, O. This type of locomotive saw much service in the railroad pioneering of Dayton, which dates back to 1851, when the first trains came into Dayton from Springfield and Cincinnati. If located, the engine will take its place in Carillon Park, in Dayton, among a collection that includes a B&O "grasshopper type" built in 1851, a Conestoga wagon, Concord coach, and a covered bridge among other things.

* * *

APOLOGY. The statement on page 31, January issue, which attributes the Alton's Glasgow bridge to South Dakota has been much objected to by Missourians and others. The fact is that Glasgow is in Missouri and so was the first all-steel bridge. Responsibility for the error has not been fixed at this date of going to press, but we confidently hope to rout out the culprit and send him in to—S.D.

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MUTUAL BROADCASTING SYSTEM, INC.

Courtesy Missouri Pacific Lines

George Andrew Lynn, veteran engineer on MoP's Omaha Division takes his granddaughter for a ride in the cab on the last run of his 50-year career, fulfilling a promise made to Betty when she was one year old. Engineer Lynn, seventy last February, usually handled fast passengers 105 and 106 and also drew an occasional presidential special. Final run was made with Diesel 7001, inaugurated by Mr. Lynn in 1940, at the head of streamliner *Missouri River Eagle*. Track between Omaha and Kansas City was lined with fellow-workers shouting goodbyes to the retiring veteran and craning for a glimpse of 21-year-old Betty. A Twentieth Century-Fox Films starlet, granddaughter is reputed to have minded the track ahead for signal changes

RAILROAD LUNCHEON. Scores of newspaper and magazine people with a special interest in railroading were the guests of New York Central's president, G. Metzman, at the Biltmore Hotel in New York City on January 6, 1948 The Central will virtually complete its 75 million dollar equipment program with the installation of slick new streamlined cars on 28 key passenger trains, it was announced. The fourteen trains involved operate daily from two points and include the *Twentieth Century Limited*, the *Commodore Vanderbilt* and the *Pacemaker* between New York and Chicago; the *New England States*, Boston and Chicago; the *Ohio State Limited*, New York and *Cincinnati;* the *Detroiter;* the *Wolverine*, the *Genesee;* the *Southwestern Limited;* the *Twilight Limited;* the *Motor City;* a twilight streamliner between Cleveland and Chicago; and a dayliner between Pittsburgh and Buffalo. Nineteen of the road's important long-distance passenger trains are already drawn by new Diesel-electrics, and the number will jump to 29 by the end of the winter, it is predicted.

Passenger travel, according to F. H. Baird, general passenger traffic manager, has remained practically at capacity peak since the end of the war; that is, civilian travel has increased, but uniform travel is down. The rail voyager gravitates toward the coach, which shows a distinct rise over the Pullman, especially in the field of the short haul; but with the higher revenue from Pullmans, dividends from the two are about equal. A. A. R. figures, Mr. Baird added, are based on returns from the railroading industry as a whole.

J. P. Patterson, general freight traffic manager, explained that freight is loading lighter; car-wise miles are up and ton-miles down, but only slightly so.

George H. Baker, general superintendent of passenger transportation, had a fine human interest story to tell about the snow storms of the holiday season and the resultant troubles on the electrified section between New York City and Harmon, N.Y., where the third rail was buried in snow. A good many "steamers," as Mr. Baker called them, had to be brought down from Harmon to aid the stuck Diesels; but they were too slow in coming to suit the conductor of a streamliner

whose passengers were beginning to complain of the cold. The intrepid fellow gathered together all the newspapers he could find in the coaches and made a giant bonfire under the shoe and in one spot along the third rail. He succeeded in melting enough snow to allow the shoe to make contact and—presto!—his coaches were heated. His train still couldn't move, of course, but the passengers no longer minded that, much.

* * *

LACKAWANNA'S electrified service made suburban northern New Jersey proud of its transportation system, we are told by William Betts, 24 Molter Pl., Bloomfield, N. J. When a 26-inch snow crippled the New York metropolitan area the day after Christmas, thousands of Jersey commuters were rescued by the railroads. Serious delays were caused by switching difficulties in snow-bound terminal yards, but train service was maintained.

Then an ice and sleet storm came New Year's night. Telephone and electric power lines were down. The Lackawanna experienced power failures and signal trouble. Pantagraphs on multiple unit electric trains froze overnight. The following morning the efficient Lackawanna operated its electric trains by steam locomotives and Diesel switchers, which were obtained from distant points along the line to meet the emergency.

* * *

PHOTO of East Branch & Lincoln Model A Ford serving as a railcar in our January issue caught the interest of Le Roy A. Dalhaus, 250 South 10th St., Wood River, Ill. "In nearby Alton," he says, "the remainder of the Chicago, Peoria & St. Louis, now owned by Illinois Terminal RR., runs a rail motor bus between Alton and Grafton, Ill., three times daily, each way. This railroad once had a line running from St. Louis through Peoria. In its heyday passenger and freight business were excellent, but competition with the nearby Chicago & Alton (now GM&O) took its toll. The tracks on the line that branched from Alton to Springfield were removed some ten or eleven years ago."

Mr. Dalhaus is a professional musician, but his interest has always been in railroad lore.

* * *

ANNOUNCEMENT. Lucius Beebe and Charles M. Clegg, whose *Mixed Train Daily, A Book of Short Line Railroads* is familiar to many readers of this magazine, are now engaged in the preparation of a Wells Fargo pictorial history. They are anxious to secure hitherto unpublished pictorial material, especially photographs, concerning Wells Fargo's express, messenger and other service, both by stage and railroad, in Nevada and California during the nineteenth century and also any photographic Wells Fargo material dating from the Goldfield boom in Nevada after the turn of the century. Pictures of treasure shipments, bonanza town scenes and railroad rolling stock bearing the Wells Fargo legend or insignia are especially desired. Mr. Beebe can be reached at the editorial rooms of the New York Herald Tribune, 230 W. 41 St., N.Y.C.

* * *

LAST STOP is the Reader's Choice Coupon *(page 145)*, which guides your editorial crew in selecting material for future issues of *Railroad Magazine*.

Some readers use the coupon. Others prefer not to clip the magazine; they send home-made coupons, postcards or letters. Regardless of how votes are written, all count the same. Results of balloting on the February issue show as follows:

1. Steel Across the Rivers, *Gross*
2. True Tales of the Rails
3. Southern Pacific of Mexico, *Haug*
4. Electric Lines
5. On the Spot
6. Light of the Lantern
7. Slippery Buck's Circus Robbery, *Earp*
8. New Horizons for the Vista Dome Traveler, *Kennedy*
9. Snow
10. Locomotives of the Missouri-Kansas-Texas

Most popular photos: pages 81, 34-35, 78.

Photo by W. J. Pontin, Real Photo Service, Boston, Mass.

Start of the *Twin Cities Zephyr* on its 400-mile morning run to Chicago. Here she takes the long curve out of St. Paul from the 4th Street Bridge

Railroad Camera Club

ITEMS sent to the *Switch List* and *Model Trading Post* are published free, in good faith, but without guarantee. Write plainly and keep 'em short. Print name and complete address.

Because of time needed to edit, print and distribute this magazine, all material should reach the Editor eight weeks before publication date. Redball handling is given to items we get the first week of each month, if accompanied by latest Reader's Choice coupon (clipped from page 145 or home-made).

Due to the scarcity of space, we prefer that no reader be listed here oftener than once in three months.

Use these abbreviations: *pix*, photos; *cond.*, condition; *ea.*, each; *elec.*, electric; *env.*, envelope; *eqpmt.*, equipment; *esp.*, especially; *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train.

And these photo sizes: Size 127—1⅝x2½ inches; Size 117—2¼x2¼; Size 130—2⅞x2⅞; Size 118 or 124—3¼x4¼; Size 122 or p.c.—3x5½; Size 616 same as 116, on thin spool; Size 10—2¼x3¼ inches.

RAILROAD CAMERA CLUB is open to all who collect railroad or streetcar pictures or other railroadiana such as time tables, passes, train orders, trolley transfers, magazines, books, etc. There are no fees, no dues.

Membership card and pin are given free to anyone sending us the latest Reader's Choice coupon and a self-addressed stamped envelope. If you don't want to clip page 145 make your own coupon. Address *Railroad Magazine*, 205 E. 42nd Street, New York City 17. Tell us what you want or what you offer; otherwise your name will not be printed here.

SWITCH LIST

VERON L. ARDIFF, Sr. (*), 5257 W. Ferdinand St., Chicago 44, Ill., wants labels or stamps issued by trolleys, rail and bus lines for packages, newspapers; also registered, valuable mail labels, stickers, serially numbered issued by elec., other lines to cover interstation mail.

(R) ROB BARTHOLOMEW, 32 Dean St., N. W., Grand Rapids, Mich., wants *Railroad Magazine*, Mar. '42, good cond.

(R) C. A. BIRD, 1539 Selby Ave., St. Paul 4, Minn., will sell *Railroad Magazines*, tr. ords., emp. tts., rulebooks, *Canadian Ry. Guides*, tkts., passes, other mags., misc. railroadiana or trade for emp. tts. List for stamp.

(R) A. F. CLOW, Rm. 4423, I. C. C., Washington 25, D. C., will sell *Railroad Magazines*, '37 to date, $20; *Model Craftsman* '33 to date, broken sets, $25, both plus post.

(R) J. R. COOK, 608 West Main St., Murfreesboro, Tenn., trade for *Railroad Magazines*, loco pix, negs.; has 80 mixed viewcards, some foreign, rr. stations; also tkts., tts., R.P.O. covers.

E. M. CURTIS, Eagle Bridge, N. Y, will sell *Trains* albums pix, 1 to 7, 9, $1.25 ea., $10 p.p.; *History of the Rdg.*, $1.50; *History of the L&N*, $2; *History of the Westinghouse Air Brake*, $1; July '45 *Off. Guide*, 50c; *Pass. Progress Am. Ry. Age*, '45, 50c; *Ann. States and Outlook*, '45, 50c; all perf. cond.; sell lot $15.50 p.p.

SID DAVIES, 6553 S. Morgan St., Chicago 21, Ill., has about 2,000 negs., size 616, 40 midwestern rds., to trade for 616 negs. all U. S. rds. Wants to contact serious collec. in East, West, South.

WALTER DAWSON, 2966A N. 22nd St., Milwaukee 6, Wis., will trade Milw. Rd. tr. ords. for those other rds.

(*) HOWARD DOBSON, 3300 W. 123rd St., Cleveland, O., offers 3¼ x 4¼ pix of abdn. interurbans Cleve. Southwestern, 5 for $1, set 8 for $1.50; North. Ohio Tract., 25c; Lake Shore Elec. set 3 for 35c; also 2¼ x 4 pix Cleve., Elyria & West. and Buff. & Lake Erie 15c ea.

(*) LOUIS J. EURINGER, 2034 N 35th St., Milwaukee 8, Wis., will sell CMStP&P, C&NW, B&O, etc. steam pix 7c ea.; also TMER&T Co.; CNS, CSL, CSS&SB juice shots, 7c ea; TMER&T Co. trsfs., puddles for sale. List for stamp; list, sample 10c.

(R) C. H. FASSINGER, 134A Burns St., Sussex Apts., Hampton, Va., will sell *Railroad Magazines* to best offer: '35, exc. Feb.; '36, exc. May, Aug., Sept.; '37, exc. Aug.; Feb-June '38.

JAMES FIELD, Lot 32, Mile Bridge, Rhododendron, Ore., will pay 50c ea. for the 19 *Trains* albums, good cond.

ROBT. H. FLACK, 518 Nancy St., Charleston, W. Va., has colored p.c.'s of rr. scenes to trade for others. Wants to hear from fans in Charleston area.

ELMER A. GARLAND, 133 Austn St., Cambridge, Mass., hospitalized war veteran, has duplicate transportation buttons to swap; or will buy unusual or rare buttons if the price is right. Correspondence welcomed.

(*) WILLIAM G. GAVIN, 354-87th St., Brooklyn, N. Y., will sell collec. elec. ry. pix, 5c ea.; mostly size 616. 116, many diff. interurban, city lines; many old, rare shots. List for stamp.

TED GAY, 156 Van Buren Ave., Teaneck, N. J., has more than 1,000 p. c. size negs. for sale, most rds. No list. State your wants. Also several thousand prints, size 122 only.

ROBT. C. GRAY, 682 Arimo Ave., Oakland 10, Calif., wants to hear from fans interested in buying excell. p. c. size negs. existing North Amer. steam power, all rds. Will send details.

(R) ADRIAN GUNST, Box 469, Sumas, Wash., wants to sell 40 *Railroad Magazines*, Aug. '44 to date for $8; all good cond., unclipped. Also *Trains* albums 2, 4, 8, 12, 15, like new, $1.25 ea.

(*) ALBERT G. HALE, 82 Roberts Rd., W. Medford 55, Mass., will sell size 616 negs. B&M, NH, B&A, motive power; also same size negs. Boston Elevated Ry. trolley cars, rapid transit.

(R) C. F. HAMBLEN, 37 Symphony Rd., Boston 15, Mass., will sell 25c ea. *Railroad Magazines*, '32 to date; '43 to date, compl. files; also *Trains*, May '46-'Aug. 47, excell. cond.

JIM HARRISON, Jr., 690 Palmera Ave., Pacific Palisades, Calif., wants pix PRR GG-1 pref. an actual set pix in good cond. Send info.

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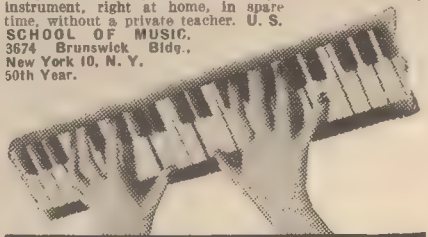

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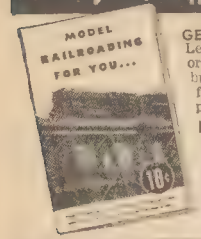

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DONALD T. HAYWARD, 41 Bancroft St., Springfield 7, Mass., has B&A, B&M, CV, CPR, CNR, MEC. New Haven, NYC and Rutland negs. mostly all types; wants to buy, swap good clear negs. New Haven, NYC steam power only.

(*) ROBT. HEGLUND, 1213 Grant St., Waukesha, Wis., has PSCT, TMER&T eqpmt.; ry. pix, size 116.

KENNETH HENRY, 30-18 44th St., Long Island City 3, N. Y., wants good neg. Fairmount Park Closed car; will buy or trade size 127 negs. open trailers on storage trk. at Woodside Park.

J. HOPE, 46 Penquite Rd., Launceston, Tasmania, Australia, wants to corres. with anyone able to supply info. on rys. in either Roumania, Bulgaria or Yugoslavia; offers pix, ry. stamps, tkts., etc., in exchange.

T. M. HOWARD, 313 W. 33rd St., New York City, N. Y., has some 16 mm. films NYC frt. trs. along Hudson River, $20.

ROBT. V. HUBBARD, 2654 Merrimac, Toledo 6, O., will buy WSLE, PSWV, WPT pix; also wants old blue prints 1899 type pass eqpmt.; 4x10 steam negs. to sell.

(R) WARREN HUDSON, 6164½ W. Olympic Blvd., Los Angeles, Calif., has back issues *Railroad Magazines, Model Builders, Model Railroaders, Trains.* List on request; all excell. cond.

JAMES W. HULSMAN, 414 Pine St., Tamaqua, Pa., has new list size 616 pix, over 500 Rdg., some LV, PRR. List, sample 9c in stamps. Will trade, buy 616 Rdg. negs. Interested in RDG neg. collec.

V. K. HURD, Box 5513, Chicago, Ill., has 1883, 1889 copies *Poors Manual of Railroads,* fair cond. for sale to highest bidder. Also wants pix, emp. tts. of Colo. rds.

WILLIE INGRAM, 143 E. A St., Upland, Calif., will sell rr. books, passes, *Ry. Guides,* tts., emp. badges, tkts., pix, mags., many other items.

(R) ARNOLD B. JOSEPH, 2512 Tratman Ave., New York 61, N. Y., has *Railroad Magazines,* 35 to 47 for sale; also emp. tts., all dates. Both lists for stamp.

(*) DONALD W. KEHL, 920 Cornell Ave., Drexel Hill, Pa., wants to swap juice pix, tts., maps, tkts., has over 1000 size 116, 620 U. S., Japanese pix to trade; also will trade for or buy PSNJ north, south Jersey trolley schedules.

(R) THEODORE J. KINN, McBurney Y.M.C.A., 215 W. 23rd St., New York City 11, will pay cash for *Railroad Magazines* prior '36.

STAN KISTLER, Jr., 2106 Gladys St., Pasadena 8, Calif., has new and old AT&SF loco pix in sizes 620, 616, p. c.; also SP, UP, SD&AE, Trona, NWP, SP n. g. PE locos. List, sample on request. Wants to trade with AT&SF fans in Denver and Midwest. Others AT&SF Coast lines postwar scrapping info.

JULES KIZENSKI, Jr., 79 Moses Lane, Southampton, N. Y., will buy, trade LIRR rulebook, emp tts., pref. not older than '40. Accepts best offer.

G. B. KRUSCHKE, Box 1078, Clearwater, Fla., has new list of size 116 pix for sale. List, sample pix 10c. Pix sent on approval if desired.

(*) JOE LAU, 3104 Brightwood Ave., Baltimore 7, Md., wants Balt. Transit pix, esp. wrecks. Will buy, swap for other BTCo. pix.

ARNOLD LEDERER, 11 Bryan Ave., Amityville, N. Y., wants size 116, p. c. negs., eng., tr. wrecks.

C. EDWIN LEWIS, Thunderbird Field, Glendale, Ariz., will sell tts., emp. tts., some very unusual items. Send add. stamped env. for list.

S. LIDSTON, 502 17th No., Seattle 2, Wn., wants pix out-of-way shortline steam rrs. Will trade for Pac. pix, locos, trs., esp. depots, schedules.

(*) LEONARD LUCY, 136 Charles St., Mishawaka, Ind., has list 100 rds. large and shortlines, ind. Diesels, elec., steam. Will sell pix 6c ea.; trade negs. on small scale. Will trade 6 pix for ea. good neg.

HENRY J. McCORD, 27 N. Batavia Ave., Batavia, Ill., has size 616, larger pix many mid-western rds., 700 diff. Milw. engs. List, sample, $20c; also few good 616 negs. Soo, IHB, Milw., IC, B&O, EJ&E, L&M, C&O, CGW, 25c ea. Send stamped add. env. with inquiries.

C. R. MAGEE Box 682, DeQuincy, La., wants pix, p. c., smaller, IGN, STLB&M, MoP, TP power.

STEPHEN D. MAGUIRE, 802 10th Ave., Belmar, N. J., has many Sou. Cambria Ry., N. Cambria Ry., Penn Central, J & Somerset and other Cambria Co. lines in 616 size photos, among 1000s of other views of elec. lines. Rare 5 x 7s of TARS and PSCT.

(R) ROBT. MARTIN, 412 Ferndale Ave., Johnstown, Pa., will trade, sell, separate or one lot 106 *Railroad Magazines* Apr. '39-Dec. '47, all good cond.; '43 *Trains; Rand McNally Country and RR Map Pa.,* 1885; also

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TOM MOHR, 2250 W. Giddings St., Chicago 25, Ill., wants pix Alton, Pere Marquette, B&O; has '40 Alton roster.

(R) EDW. A. MORAN, 3629 Oxford Ave., Riverdale, N. Y., will sell *Railroad Magazine* '38 to '47, 25c ea.; *Trains* '47, Jan.- Mar. 25c ea.; has pre-'38 *Railroad Magazines, Model Craftsman, Model Builder, Popular Science, Popular Mechanics.*

GEORGE W. MORREL, 419 Fourth St., Redlands, Calif., wants pix old El Paso & Southwestern before absorbed by SP, esp. motive power, rolling stock, right-of-way structures. Pay reasonable price.

(R) ROBT. MYERS, Miami Manor, Maumee, O., wants Feb. '40 *Railroad Magazine*, containing Wabash roster; will trade 8 x 10 Wabash pix for above.

NEIL J. NADON, 41 Oakwood Ave., Lancaster, N. Y., wants pix taken around Buffalo or Lancaster, N. Y., rr. eqpmt.

A. C. NICHOLS, 6124 College Ave., Indianapolis, Ind., will pay $10 for copy *A Pullman Roster of the Year 1914.*

SCOTT NIXON, SFC Building, Augusta 1, Ga., collects 16 mm. movies trs., rr. scenes; envs. with rr., tr. corner cards; p. c.'s rr. scenes; 2x2 slides of trs., black and white or color; book match covers; RR. stationery.

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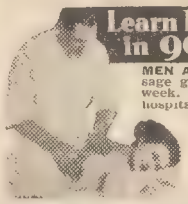

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DALE PEARMAN, 6952 Dorchester, Chicago 37, Ill. has size 5 x 7 pix trs. of tomorrow. Write for info.

HAROLD L. PHILLIPS, Box 241, Millis, Mass., will sell 25c ea. (stamps in 1, 2, 3, 5c denomination accepted) *Model Railroader* Feb. '44, Mar. '46; *Trains*, Mar. '43, Apr. '44; first offers served.

(*) DAN PICKETT, Box 669, S.M.U., Dallas, Tex., offers 20 good shots DR&T cars, size 616 for $2. No stamps or trades. List for stamp.

(R) WALTER B. REDMAN, 8781 Arcadia Ave., Detroit 4, Mich., will sell best cash offer *Railroad Magazine*, vol. I No. 1, '29 to date; all-7 vols. *Trains*, 1st five bound; PRR calendars from '37; all *Chessie* calendars, some NYC, UP, D&RG; has extra size 616, 4-4-0 pix to trade for low numbered Am. types, esp. 1-spots short lines.

(*) J. A. REHOR, 2843149 USN, Photographic Squadron 2, NAS, Atlantic City, N. J., will sell size 4 x 5 pix AC&S, PST, LVT, P&W, PTC, H&F, Conestoga Tr.; 3x4 pix Pittsburg, Cleve., Akron, CIRR, Y&S; 122 CNS&M, CRT, CSL, CA&E, CSS&SB, Gary, C&WT; all graflex, Graphic pix. Free list.

(*) F. E. REIFSCHNEIDER, Box 774, Orlando, Fla., offers new booklet *Toonersvilles of Empire State*, 38-pg. history small elec. rys. of NY State, p. p., 35c.

(*) GEORGE H. REITZE, Jr., 44 Belmont Ave., Jersey City 4, N. J., will sell three 3½x5 trolley pix (1 NYCTS, 1 TATS, 1 Conn. Co.) plus over 35 diff. trsfs. from above lines, 25c coin.

D. M. RICE, 149 Oakland St., Springfield 8, Mass., collects rr. switch keys from all rrs., emp. tts. New England (incl. D&H, CP, CN). Has same for exchange.

(*) C. L. RICHARDSON, 214 N. Detroit St., Xenia, O., has ¼ in. scale drawings of Cinn. St. Ry. 100; Ind. RR. 56; C&LE 100-109; CIRR (W. Va.) frt. motor; C&LE 110-120 series, CG&P, 504; CSS&SB 39; pix 75c ea., p. p.

(*) DONALD ROSS, 2369 S. 57th St., West Allis 14, Wis., has size 116 pix steam, elec., over 500 to trade for other 116 pix; also wants 116 steam, elec. negs. Has Milw., CNW, CNS&M, TMER&T negs. Will buy, trade, or sell negs.

(R) ARTHUR V. SHECKEN, 423 W. Liberty St., Louisville, Ky., will sell *Railroad Magazine*, May, July-Dec. 44; all '45, '46, '47, exc. June; some dupls. '44, '45, '46, '47; many *Trains*; lot for $25. Write for more info.

JIM SPINDLER, 123 St. James St., Peoria, Ill., wants *Trains* Sept. '47; matchcovers diff. rrs.; has 47 assorted steam locos, R. I. *Rockets* pix.

OTTO F. STARK, 1848 Clinton St., Toledo 7, O., will sell *The Louisville & Nashville RR.*, 1850 to 1942, $2.50; *NYC Rulebook*, good cond., '18, $3; *Trains*, '45, Aug., 35c ea. Pays postage any ord. received.

RENALDO PAYARES SUAREZ, Fdo De Zayas No. 404, Vigia, Camaguey, Cuba, wants to corres. with other railfans in Cuba and Puerto Rico.

(*) RICHARD TESCH, 6853 North West, Chicago 31, Ill., will trade Chicago, MC, CRT, CSL, CWT trsfs. Send stamp.

(R*) G. D. THOMASON, 7, Alexandra Gardens, Hounslow, Middlesex, Eng., will trade London underground pix, maps; also maps str. cars; bus lines. Wants May '47 *Railroad Magazine;* info. on Frisco cable cars.

ELVEN VAN DOREN, 606 Palmwood Ave., Delta, O., will trade new Hamilton rr. watch, perf. cond. for Vols. 1 to present date *Trains*.

BRUCE WILSON, 1506 Preston, Austin, Tex., will sell or trade size 120, 116 pix SP, MP, MKT, AT&SF. List for stamp.

C. W. WITBECK, Box 825, Eunice, La., has several 1st class orig. p. c. negs. large, small, lumber, gravel, cane, common carrier lines in La., Tex. for sale, swap for equal negs. p. c. size, all lines. List for stamp.

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K. FRAZER, Cookshire, Que., Canada, wants Lionel switcher 1662, 1663, 1665, good cond.

EDMOND GRANVILLE, Highland Park, Rye, N. Y., will sell entire model rr. O gage 3-rail, 3 locos, frt., pass. cars, etc. Send for list.

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LEON A. KREGER, 2006 Jarvis Ave., Chicago 45, Ill., wants Maerklin catalogs, Maerklin OO eqpmt. Send list. Will swap 2 x 2 slides of pix engs., trs., etc., or pay cash.

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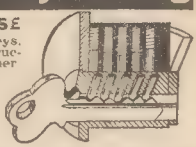

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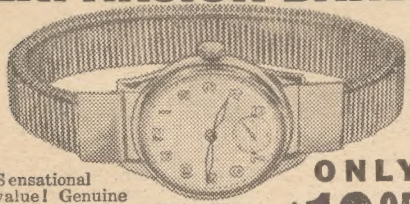

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ROBT. MARTIN, 412 Ferndale Ave., Johnstown, Pa., will trade or sell to best offer std. gage AF tr., good cond.

L. D. MATTHEWS, 114 W. Douglas St., Fairfield, Ill., will sell 1 HO Varney Dockside switcher; 1 HO Walthers gas elec. kit with Ariel motor truck; 7 HO boxcars and reefers, some built, some not; all 2-rail, never used. Wants HO model city streetcars.

FRANK MINSE, 23 Doncaster St., Roslindale, Mass., will sell O gage Lionel 2-4-2 eng., tender, lumber car, tank car, gon, caboose, 8 sec. curved trk., 4 str., 1 R.C.S. trk., 1 pr. O27 switches. Write for details.

EDW. A. MORAN, 3629 Oxford Ave., Riverdale, N. Y., will sell Lionel O gage caboose 2817, new, never used; $3.50.

ROBT. L. PEARSON, R. 4, Box 619, Kent, Wash., has HO gage materials; trade for Lionel 1600 or 2600 cars; Beebe's books or mineral specimens.

JACK N. PFISTERER, 612 N. 1st, Arkansas City, Kan., will sell Walthers Gas elec., hardly run, $25; sander, router, drill press. Also modeling lathe, jig saw, circular saw, jointer, disc.

G. ROTH, 39 Willets Rd., Harrison, N. Y., will sell std. gage steam-type loco, whistle tender, 5 frts., trk., trsf., etc., excell. cond. Free list.

(*) M. L. SCHOLL, 422 Calloway Rd., Galloway, O., wants to buy O gage Birney trolleys; has pix of trolleys.

A. D. SLATER, 1596 Wood Rd., Cleveland Heights 21, O., blueprints of your favorite loco made to order for model building.

JIMMY TAYLOR, 110 E. Chilhowie Ave., Johnson City, Tenn., will sell Varney Dockside HO cars, switches, switch machines, used but new cond.

JOS. W. WARD, 351 Bay St., Port Arthur, Ont., Canada, wants Lionel O gage trk., switches, old or new.

RAYMOND L. WHITE, 2542 Burlington Ave., Dallas 11, Tex., will sell O gage 17 pass. exp.-reefers, 22 frt. cars, Lobaugh, Scalecraft, Walthers, Athern, Lionel, custom; request list.

C. W. WITBECK, Box 2501, W. Jackson, Miss., will buy any std. gage eqpmt., usable cond.; also interested in Lionel catalogs prior '27.

FLAGSTOPS

CAMERA CONTESTS. Rail photographers may be interested in submitting prints to the numerous competitions being offered by the following: weekly action, pictorial and human interest shots assigned by the *New York Journal American*; the prints-of-the-month chosen by *The Camera*, national magazine whose awards run into the thousands. For details of the contests write: *The New York Journal American*, 210 South St., New York 15; The Camera, 306 N. Charles St., Baltimore 1, Md.

FANTRIPS. Philadelphia Chapter of the NRHS announces a trip over the Reading Lines for Sunday, May 2nd. Write Henry Dickinson, Jr., 109 W. Ashland Ave., Glen Olden, Pa., for particulars.

Baltimore Society of Model Engineers, Inc., is sponsoring an outing on the Pennsylvania Railroad on April 25th, covering the famed Port Road freight line to Harrisburg, the Harrisburg terminal and Enola yards. Deadline for trip informaton and reservations is April 9th. Irvin V. Kopp, BSME Movement Director, 3829 Echodale Ave., Baltimore 6, Md.

THE MARKER announces release of the Philadelphia & Easton Electric arficle, including photos and a map. This was the alternate trolley route between Philadelphia and the Delaware Water Gap. Copies are available at 25c each from R. S. Wendeling, 114 Oakley St., Roselle, N. J. Back issues featuring the Monmouth Electric, Shore Line (Ct.), North Hudson County, Hagerstown & Frederick can be had for a quarter, also.

MONTHLY meetings of the Northern Indiana Chapter R&LHS continue to be held the second Tuesday, with increasing membership. Those in Chicago area interested, should contact Alexander Darragh, 1815 Bergen St., South Bend 16, Ind.

LATE NEWS. La Mar M. Kelley, well-known railroad and locomotive photographer and New York Central emplove of Elkhart, Ind., died on January 5th. Kelley was the first charter member of the Northern Indiana Chapter of the R&LHS of which he was vice-chairman and director, a member of the Chicago branch, and also the CERA and Railroad Club of Chicago.

NY Division of Railroad enthusiasts will hear H. W. Quinlan, Pass. Traffic Mgr., New Haven Rd., March 24th, at 7:45 p.m., Rm. 5928 Grand Central Terminal.

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No worry about a neighborhood "going bad" for your store. You go where business is best—taking the cream of the business in your area.

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Yes—you handle this superb line of dress, work, sport shoes for men and women. Scores of exclusive features. Leather jackets, raincoats, sport shirts—lots of *extra* opportunities for big profits.

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You have none of the storekeeper's usual expense of rent, clerk hire, light, heat, etc. You invest nothing but your time. Your big margin of profit is all clear net to you.

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You get the benefit of big, powerful ads in scores of magazines like The Saturday Evening Post, Good Housekeeping, etc. People *know* Mason—are eager to get the special Personal Fitting Service we advertise for your benefit. And remember, we pay for all this advertising—it doesn't cost you a cent.

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The people right around you are eager to have you demonstrate and sell them Mason's exclusive Zipper Shoes—no laces—special comfort features. They want to try Air Cushion shoes—superb FOOT PRESERVERS with extra support for weak feet. They know about the way you can fit them—save them money—end the foot trouble caused by millions of people who now wear wrong-size shoes.

The best season is beginning—rush the coupon now.

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If you act promptly, you'll get our great Free Sample Outfit that puts a "shoe store business" right in your pocket—you'll get the special sales training that 5,000 successful salesmen prepared for you—measuring devices—demonstrators—*EVERYTHING you need to start making money the very first hour.*

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Top-Quality, glove-soft, with the Zipper everybody is eager for. It's included in your FREE Sample Outfit.

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Exclusive Air Cushion Insole cradles foot on 10,000 tiny air bubbles. Ten-second demonstration practically Guarantees sales.

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Through an extraordinary arrangement with the Brooklyn Dodgers, ARGOSY magazine offers its readers and their baseball playing friends the unusual opportunity of proving their ability to the most talented group of player scouts in organized baseball.

If you are eligible to play professional baseball, merely fill out an application blank, giving your baseball record. If the facts and figures you submit pass the careful scrutiny of the joint Argosy-Dodger board of judges, your application will without further ado be turned over to the Dodger scouting system and you will hear directly and personally from them.

DODGER CONTRACT, ROAD TRIP TO WINNER! Here's what the Argosy-Dodger contest means to the successful applicants—

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AND

- A PLAYER CONTRACT WITH THE DODGER ORGANIZATION.

FANS, FATHERS, COACHES, SPORTS WRITERS! You're in this contest too. Because if you are related to or know of a prospective young ball player, you can tell the Argosy board all about him. The coach and/or manager of the outstanding recruit will also get the expense-paid road trip and World Series invitation along with the prize-winning rookie.

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